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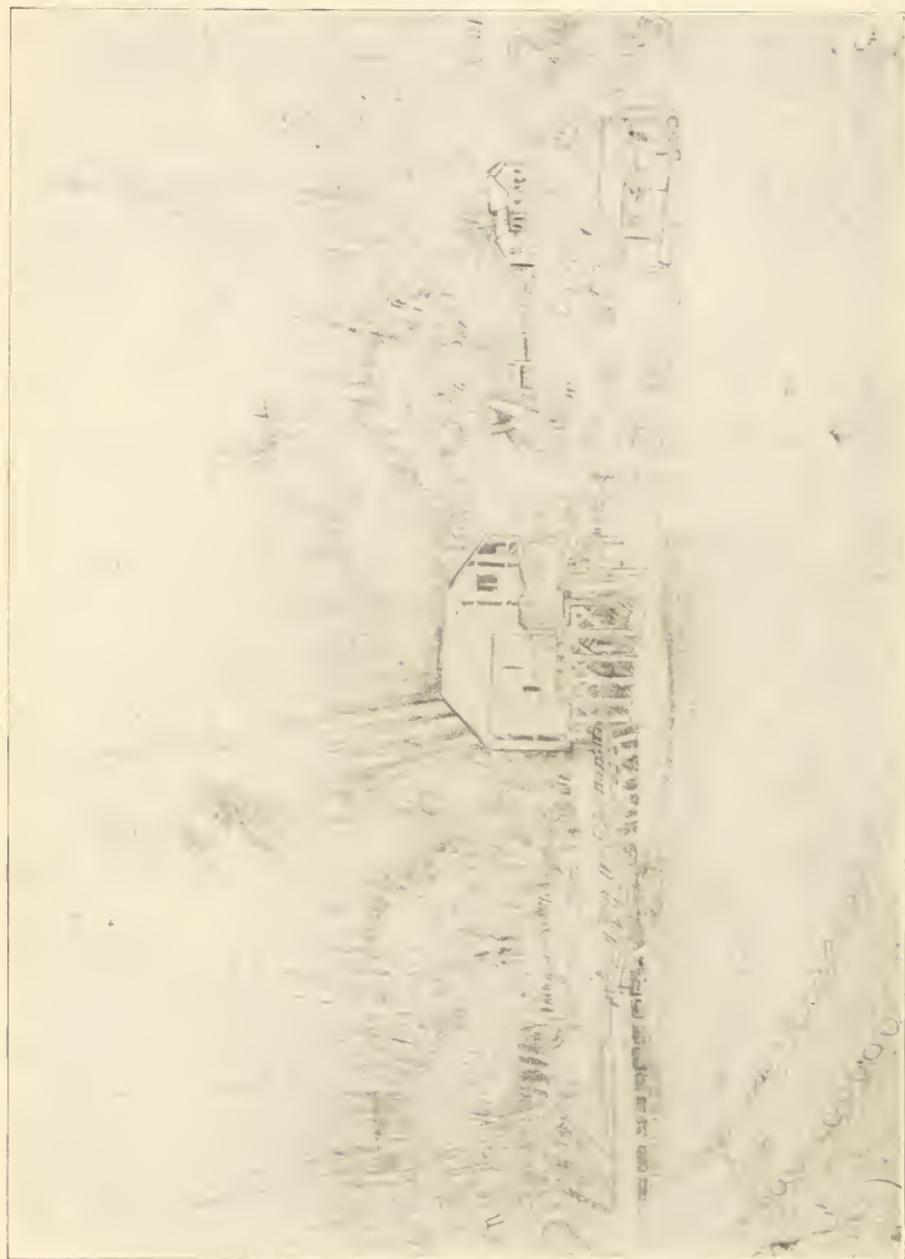




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THE OLD DE LIN MILL

From a sketch made in 1878 by J. D. S. Conger

# TACOMA

Its History and Its Builders

*A Half Century of Activity*

By HERBERT HUNT

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VOLUME I

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## FOREWORD

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Tacoma has had an unusual history. The first settlers frightened away by painted Indians on the warpath, there followed a period in which nature, with brush, briar and alder, almost obliterated the footprints of those pioneers of the early '50s. For some time this peninsula was abandoned to Indians and wild animals, and the point of interest was Steilacoom—wonderful old Steilacoom, a storehouse of precious history.

Then came Job Carr, to Old Tacoma; M. M. McCarver, with a New Tacoma; the North Pacific Railway Co. north from the Columbia River, its Trans-Cascade line still fourteen years in the future. The Cooke crash, the long period of depression, the dazzling revival, and the surging on, in spite of tremendous opposition, to the high tide of the early '90s—a Midas régime—then another ebb; slow, but definite and substantial revival; all this is set forth, with an attempt all the while to describe the bold hearts who built and fell and rose; and the city rose with them.

Tacoma has nothing to regret in her ancestry; it is honorable. She has nurtured, and been nurtured by, strong men. She has overcome great obstacles and has triumphed.

Forty-three years ago she had a sawmill and a hundred inhabitants; today she has 400 industries and more than 100,000 inhabitants. It is magic! The miracle-working of the moderns! Less than fifty years ago no steamer would stop at Tacoma's single wharf, her mail came from Steilacoom by canoe or stage, and the nearest railroad was 250 miles away; today, to her miles of docks the steamers of all nations come, and four trans-continental railroads minister to her.

Less than fifty years ago a handful of tumbledown shacks, squatting in the deep woods, marked the spot where today stand more than half a hundred squares of business blocks of brick,

stone and concrete, acres of industrial plants, and miles of residences.

It is a romantic story. The crucible of history seldom has produced such a tale of city building.

No history of Tacoma can be complete without the picturesque memories of old Steilacoom; the pioneer life of the early settlers on the then almost untimbered prairies; the grim and perhaps forbidding shadow of the Hudson's Bay Company on the Nisqually plains. Few localities are set with a richer background.

And when, out of the deep and silent woods on this peninsula there sprang the first white tents and humble cabins, and the rumble of trains was heard afar off, other phases, no less interesting, developed, yet even more difficult for the historian to sort, sift and classify.

The effort of this book is to picture persons and things; it purposes to avoid the Saharas of statistics as far as possible. It is the aim to reflect the real personalities of those who laid Tacoma's deep and broad foundations, and of those who now are piling stone upon stone in the fulfillment of the great design dreamed by their fathers.

The author acknowledges his obligations to Roy H. Kaylor, an earnest student of northwestern history, for laborious research; to William P. Bonney, secretary of the Washington State Historical Society; to George Himes, secretary of the Oregon Historical Society; to Rev. P. F. Hylebos, Rev. O. T. Mather, Rev. Dr. A. D. Shaw, Benjamin Harvey, Richard T. Buchanan, Stuart Rice, City Librarian John B. Kaiser, Mary Lytle, William P. Trowbridge, L. A. Nicholson, T. H. Martin, Fred C. Brewer, Oscar Cayton, the late Major O. B. Hayden, Arthur E. Grafton, Mr. and Mrs. Charles E. Hill, Elliott Kelly, Miss Julia Harris, Col. C. A. Snowden, Jerry Meeker and Henry Sicade, and to the members of the Advisory Board and many others who have assisted in various ways in the compilation of these volumes.

## HIGHLIGHTS IN TACOMA'S HISTORY

1792—Capt. George Vancouver, of the British navy, is the first white man to see the present site of Tacoma from his camp near Dash Point.

1824—John Wark, of Hudson's Bay Company, passes by, and visits "Chilacoom."

1833—Nisqually House established by the Hudson's Bay Company.—Dr. Wm. F. Tolmie discovers glaciers on Mount Tacoma.

1841—Capt. Charles Wilkes, of the U. S. Navy, in charge of scientific exploration, visits and names Commencement Bay.

1849—Fort Steilacoom established.

1852—Nicholas DeLin builds sawmill at the head of Commencement Bay.

1853—Immigrants come through Naches Pass, and Peter Judson takes up claim embracing what was to become Tacoma's business district—Theodore Winthrop, the writer, passes through and discovers Indian name of Mount Tacoma—Pierce County organized.

1855—Settlers frightened away by opening of Indian war and take refuge in Steilacoom.

1857—The DeLins return to head of bay—Lieutenant Kautz attempts ascent of Mount Tacoma.

1865—Job Carr takes up claim on what now is Old Tacoma.

1868—Gen. M. M. McCarver comes from Oregon, seeking a townsite—Fort Steilacoom abandoned.

1869—Sawmill built by Hanson, Ackerson & Co.—Name of town changed from "Commencement City" to "Tacoma."

1870—Stevens and Van Trump reach topmost peak of Mount Tacoma.

1873—Tacoma chosen as Northern Pacific terminus and the

railroad is completed to Blackwell's Hotel only twenty-four hours before charter expires—First church built.

1874—Town government authorized—Thomas Prosch starts first newspaper, the Pacific Tribune.

1875—First church built in New Tacoma, at South Seventh and C streets.

1878—"Coal Road" completed.

1880—Population, U. S. Census Report, 1,098—County seat removed from Steilacoom to Tacoma—New Tacoma town government authorized—Theodore Hosmer made first mayor—First bank opened.

1881—Discovery of Stampede Pass—Smallpox scourges the city.

1882—Great coal bunkers completed.

1883—Longmire Springs discovered.

1884—Old and New Tacomas consolidated—Annie Wright Seminary built—Tacoma Hotel opened—Two costly fires on Pacific Avenue—Telephone introduced.

1885—Chinese are driven out and twenty-seven Tacomans are indicted—Gas lighting introduced—First Polk directory issued.

1886—Streets first lighted by electricity—Northern Pacific headquarters building erected.

1887—Switchback built by Northern Pacific Railroad over the Cascades and Tacoma holds great celebration.

1888—Nelson Bennett completes Stampede Tunnel—Great building period begins—University of Puget Sound established—Street cars begin operations—First wholesale house opens—Northern Pacific removes offices to Tacoma.

1889—Washington Territory becomes a state—Tacoma sends aid to fire-stricken Seattle.

1890—Population, U. S. Census Report, 36,006—First Labor Day celebration—Tideflats dredging in progress—Miss Fay Fuller is first woman to ascend Mount Tacoma—Point Defiance car line opened—Tacoma Theatre opened.

1891—South Tacoma, Fern Hill, Oakes and Smelter additions annexed—Street car plunges from DeLin Street bridge, with many fatalities—Western Washington Exposition opens—St. Joseph's Hospital opened.

1892—Arrival of Phra Nang, first steamer from Orient.

1893—City buys water and light plants—City Hall completed—Pierce County courthouse built.

1894—Coxey's army departs under generalship of "Jumbo" Cantwell—First Eleventh Street bridge completed—Great slide on water front.

1895—Pacific Avenue paved—Wickersham's "Million dollar" water and light suit in court—Edison becomes South Tacoma.

1897—Professor McClure killed on Mount Tacoma—Klondyke excitement.

1898—Spanish-American war calls Tacoma's Company C to the Orient.

1899—Sinking of Andelana and City of Kingston.

1900—Population, U. S. Census Report, 37,714.

1902—Stone & Webster corporation takes over car lines—Interurban line completed through the valley to Seattle.

1905—Northern Pacific Hospital completed at cost of \$175,000, with 150 beds.

1906—Stadium High School completed at cost of \$300,-788.18.

1907—Felt's Pacific Traction Company builds line to American Lake.

1908—Short line to Puyallup built—Organization of Tacoma Commercial Club.

1909—Great Northern Railroad enters Tacoma.

1910—Population, U. S. Census Report, 83,743—Stadium completed at cost of \$159,638.46, with seating capacity of about twenty-four thousand—Federal Building completed—O.-W. Railroad enters Tacoma—Commission form of government established.

1911—Chicago, Milwaukee & St. Paul Railroad begins running transcontinental trains to Tacoma, the terminus of the road—City buys Municipal Dock for \$270,850, and spends \$31,669 in rebuilding—Union Passenger Station completed at cost of \$650,000.

1912—Point Defiance water grade line completed at cost of about \$10,000,000—Municipal power plant at La Grande com-

pleted at cost of \$2,354,984.35, with maximum capacity of 32,000 horse power—City Contagious Hospital built, costing \$20,280.

1913—Green River gravity system is completed at cost of \$2,537,000, with capacity of 40,000,000 gallons—New Central School building completed at cost of \$256,000, including grounds—Eleventh Street lift bridge completed at cost of \$530,000.

1914—Railroads begin important freight yard development on tideflats—Building of O.-W. Railroad and wagon bridge to tideflats—Lincoln High School completed at cost of \$436,607.68, and \$75,000 for equipment.

1915—Completion of tideflats car line—New St. Joseph's and Tacoma General hospitals built—Reorganization of the Commercial Club.

Dredging of Hylebos waterway begins—Beginning of important hotel and camp development on Mount Tacoma—Estimated population, 104,000.

# History of Tacoma

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## CHAPTER I

### THE GERM OF A CITY

1852—THE COMING OF NICHOLAS DE LIN WITH HIS SAWMILL.—  
PETER JUDSON SETTLES IN 1853 AND BEGINS FARMING—WHERE  
FIRST SETTLERS' HOUSES STOOD—FIRST MARRIAGE—FIRST BA-  
BIES BORN — HEAD OF THE BAY AN IMPORTANT INDIAN  
CENTER—OLD GRAVEYARD AT "SBLOOK"—INDIAN NAMES OF  
FAMILIAR PLACES—FIRST BLACKSMITH SHOP.

Sixty years ago what is now Tacoma's wholesale district on lower Pacific Avenue was a swamp, with the yellow flowers of the skunk cabbage proclaiming the fact. Dense timber covered the peninsula. Fine springs here and there poured their sparkling gifts through the tropic tangle into the sea. For decades, if not centuries, the Indians had camped here. It was the red men's foregathering place for feasting and dancing, bear-hunting in the gulches where the salmon berries grew abundantly, and the long sloping beach about the head of the bay was white with the clam shells of unnumbered banquets.

Thus Nicholas De Lin, the Swede, Jacob Bernhardt, the German, and Peter Judson, the Prussian, found the place when they came, as the brave scouts of succeeding generations.

De Lin was born in Sweden in 1817. He lived five years in what is now Petrograd, Russia, and in 1846 he came to New York City. He joined a company of about one hundred and fifty young men who chartered and fitted the ship Edward Everett, at Charleston, Mass., for a voyage around the Horn to the gold

fields of California. It was a wearying journey of six months. Reaching San Francisco, De Lin became interested in the Oregon country and in 1850 he reached Portland. Two years later he came to Tumwater, where he formed a partnership with Col. Michael T. Simmons and Smith Hays. April 1, 1852, De Lin and his helpers reached Commencement Bay to build a sawmill.

De Lin was an intelligent man of great industry, and a fine workman. Impounding two creeks with a ten-foot dam at the mouth of what we now call Galliher Gulch, he harnessed the flow with a wooden turbine of his own design and made it drive his little sawmill which, under favorable conditions, cut 2,000 feet of lumber a day. The mill stood at about what is now the intersection of Dock Street and Puyallup Avenue. The timbers were dragged to the mill by the ox team of Samuel McCaw of Steilacoom, who received \$150 for less than three days' work.

About the little mill there used to gather companies of Indians, to whom the whirling turbine and its mystic transmission of power to the saw never ceased to be a wonder. Indeed, they sometimes crowded so numerously about the machinery that they had to be pushed out of the place. Then they would sit for hours, scarcely uttering a sound and almost motionless, apparently hypnotized by the white man's curious machine.

With one yoke of oxen Stephen Judson "snaked" out more logs than the little mill with its upright saw could cut. The faller was Peter Anderson. Both he and Judson often had to wait for the mill to catch up with them, and the mill often waited upon the tide when it ran high, as it choked the flow of water from the stream. There is a story that the mill had the habit of sawing boards of uneven thickness and that it was strangely erratic, but this Stephen Judson, who worked around it for some time, denies. Mr. Judson, mind yet keen as a youth's, still lives at this writing, at the age of seventy-eight, in Steilacoom.

"I think the men who bought it from De Lin had some trouble with the mill," said Mr. Judson, "but they were not sawmill men. De Lin produced good lumber there."

De Lin came in 1852. His house stood a few yards back of the mill, facing the sound. In dimensions it was about 24 x 30

feet, and a story and a half in height. It was built of sawed lumber, the boards being put on upright. Inside, De Lin finished it with cedar boards 12 inches wide and planed by hand, and the boards slightly overlapped, in the manner of weatherboarding. Cabinetmaker as well as millwright, De Lin and his brother Andrus P., who came a little later, and who also was a master in carpentry, proceeded to furnish the house with hand-made beds, tables and chairs which Mr. Judson describes as having been "fine enough for the Tacoma Hotel."

William and Eliza Sales, English-born, who had been living on the Indian reservation, came to the new mill settlement, Mrs. Sales to cook for the De Lins and his three or four men, and Sales to join the mill forces. And here, October 20, 1853, in one of the several small houses De Lin had built, was born James Sales, the first white child to be ushered into the world on the site of Tacoma. He still lives, a highly respected citizen, a short distance north of Parkland, at Sales Street.

De Lin cleared a couple of acres and had flowers and vegetables, chicken houses and other buildings necessary in the conduct of a mill establishment which depended to a considerable extent upon itself for feeding man and beast. At that time probably there were not more than twenty-five white families in the county, Stephen Judson estimates.

In the *Washington Pioneer*, published in Olympia, there appeared an advertisement—the first ever printed to bring attention to what was to be Tacoma. That advertisement read:

### SAW LOGS! SAW LOGS!

The undersigned will let a contract for furnishing his mill with saw logs on the following terms: he will allow \$6 per log, to be paid in lumber at \$20 per thousand. Application to be made immediately at his mill on the Puyallup Bay.

N. DE LIN.

January 20, 1853.

The advertisement, though dated 1853, appeared in the *Pioneer* of January 21, 1854. No doubt, either De Lin was unmindful of passing time, or the printer erred. Surely the correct date of the advertisement was January 20, 1854.

Assisting in the construction of De Lin's mill were James Taylor, Stephen Hodgden, Cortland Ethridge, and Samuel McCaw, and they lived for a time in an Indian "medicine house" which stood on a sandspit across the channel from the mill. The first cargo shipped by the mill was sent to San Francisco in 1853, in the brig George Emory, Captain Trask, who waited several months for the little mill to cut the 350,000 feet his vessel demanded. The lumber was rafted to the Emory, which, though not far off shore, found five fathoms of water. Only a few years later the rapid deposit of silt had so far filled the channel that it almost could be waded at low tide.

Next after De Lin to build a house was Jacob Bernhardt, one of De Lin's workmen, who raised a log cabin about where the Northern Pacific Railroad headquarters building stands. But after having built his cabin he abandoned it, for he found the hill from the beach too steep to climb even once a day. He set up a smaller cabin nearer the beach and to the southward. He came in '53, soon wearied, and returned to Ohio in '54. The Judsons paid him \$50 for his claim, which added considerably to their water frontage. Bernhardt's cabin on the hill stood for some time after New Tacoma was started.

Then came Peter Judson, Prussian-born, with his wife, two sons, Stephen and Paul, his wife's niece, Gertrude Meller, a girl about fifteen, and John Neison, their wagon being one of the train which first dared the treacherous declivities of Naches Pass, with its sixty-eight river crossings; and those fearless pioneers knew then that the Indians well had named the pass with "Nah-chess," or "plenty of water," and they regret now that an attempt is made to call it "McClellan Pass." For Captain McClellan never crossed it, and, in fact, reported it to be impassable.

Gertrude Meller and John Neison walked all the way across the plains. Neison carried a staff about eight feet long. He was a blacksmith. The Judsons usually camped apart from the remainder of the travelers, as Peter's lack of skill in the use of English seemed to embarrass him. Neison took up a claim on Hunt's Prairie, where South Tacoma now lies.

Gertrude Meller was the only survivor of a family of four.



MRS. AND MR. PETER ATKINSON

They took up a claim in 1853 where the business section of Tacoma now lies



They were the victims of the dreadful cholera scourge which swept the country in the early '50s, and left a trail of immigrant graves half way across the continent. Stephen Judson was the only member of his family who did not fall ill with the malady. He, a mere child, nursed his father, mother and brother back to health, alone.

Peter Judson, with his family, came from Prussia in about 1845. They boarded a sailing vessel at Antwerp and after a long and tempestuous voyage reached New York, there to learn that there was no railroad to their destination—Galena, Ill. They embarked on another vessel for New Orleans. There they took a steamer for St. Louis where, overtaken by severe cold, they wintered. In 1853 Peter, attracted by the California gold mines, started west. Near Salt Lake City he overtook the Longmire-Biles party bound for Oregon, which then included Washington. Judson then heard for the first time of the favorable land laws of the Pacific Northwest, and decided to join the caravan, and they were a part of that brave company which conquered Naches pass by digging beneath great logs when ways could not be built over them for the wagons, by laborious clearing of brush and road-making, and finally by letting their vehicles down a great declivity with ropes made from the hides of their oxen. American pioneering has recorded no more perilous adventures.

The Judsons reached Commencement Bay in October, 1853. Peter took up a claim of 321 acres. It was one of the most valuable in America, but he did not know it. That claim embraced what now is practically the entire business section of Tacoma, from near Twentieth Street to the City Hall, and extending far up the hill. Through the winter the father and two sons hastened the clearing of the land and the building of a house just about where the Union Passenger Station now stands. They were well-to-do—they owned three yoke of oxen and had considerable cash.

In 1854 they harvested a good crop of oats where the Tacoma Hotel stands, and garnered a wheat crop from what now are the Northern Pacific passenger yards. These grains they threshed with flails. Stephen, his brother, and an Indian took thirty-five bushels of wheat—their total harvest—to New Market, now

Tumwater, by boat, there to have it ground in the mill of Michael T. Simmons, the first mill owner in the state north of the Columbia River. In all, the Judsons had six or seven acres under cultivation.

Simmons properly figures in the history of Tacoma though never a resident of it, as he, with Smith Hays, also of Tumwater, was interested with De Lin in the sawmill venture on Commencement Bay. Simmons was the grandfather of Mrs. George Milton Savage.

The Judson house stood four or five blocks north of the De Lin house. The Judson house was about 24 x 18 feet, with an eight-foot lean-to. At first the family used the rudest of furniture, but the deft workmanship of the De Lin brothers soon began to furnish the cabin with comfortable rocking chairs and handsome tables and beds, and early in the acquaintanceship of the two families, Nicholas began to pay court to Gertrude Meller, with the result that November 25, 1854, they were married. Their first children were born in Steilacoom. February 28, 1860, after they had returned to Commencement Bay, a girl baby came. They have the double distinction of being the first bridal couple and the parents of the first feminine child born on the future townsite. The baby was named Grace Alice. December 18, 1879, she became Mrs. John T. Richards.

All of the early marriages were performed without the formality of procuring licenses. All that was necessary was to "stand up" before a minister, justice of the peace or judge, and respond to whatever form of ceremony these functionaries devised, and they were various, and sometimes humorous in their simplicity. But the knots were well tied. At that there were occasional demands for divorce which were readily granted, not by the courts but by the Legislature. This process became a travesty. It was necessary only to make a request of a member of the Legislature and the decree was forthcoming, the facility depending upon the popularity or political influence of the member presenting the case. It is said that one of the territorial governors desired his appointment merely for the purpose of coming to the territory and procuring an easy divorce.

But in the main the early settlers seem to have enjoyed a



GRACE ALICE DE LIN



MR. AND MRS. NICHOLAS DE LIN

The first bride and groom and the first girl child born on the site of what later became the city of Tacoma



peculiarly happy domesticity. Perhaps it was due to their exceptionally large families.

Coming almost simultaneously with De Lin, Chauncey Baird, a cooper, who foresaw a lucrative business in salmon packing, established his small cabin and a somewhat pretentious shop and storage shed close to where the Tacoma Mill Company's log pond now is. With fir for staves and hazel for hoops he began to manufacture barrels for John Swan and Peter Riley, who were seining between what is now Old Tacoma and the Smelter. In '53, '54 and '55 this work went on, Baird producing excellent barrels in which Swan and Riley shipped their salted salmon to San Francisco. Stephen Judson says Baird received \$1 a barrel, and he could make three or four barrels a day, after he had prepared his material. He rived the fir, smoothed it and shaped it; sawed out the heads, used flags from a nearby swamp as a calk when needed, and sometimes had three or four hundred barrels piled in his storage shed. Baird left in 1856, frightened out by the Indians. Swan removed to McNeil's Island, took up a claim which afterward was sold to the Government for penitentiary uses. Riley dropped out of sight.

South of what is now the foot of Fifteenth Street there stood a large Indian cabin, with two or three smaller ones about it. The large one was the home of a sub-chief, Shil-whayl-ton, whom the whites called "Chief Shillawilton," and his small family. One or two other families lived in the same house. Families also occupied the smaller cabins. "Shillawilton" was an Indian of rather more than ordinary intelligence, and he and the other Indians lived on terms of friendship with the De Lins and Judsons. De Lin often supplied him with ammunition. The chief kept the De Lin larder filled with game in return.

William P. Bonney, who has made a considerable study of Indian nomenclature, says the Indians called the general location "Gog-le-hi-te," meaning "where land and water meet."

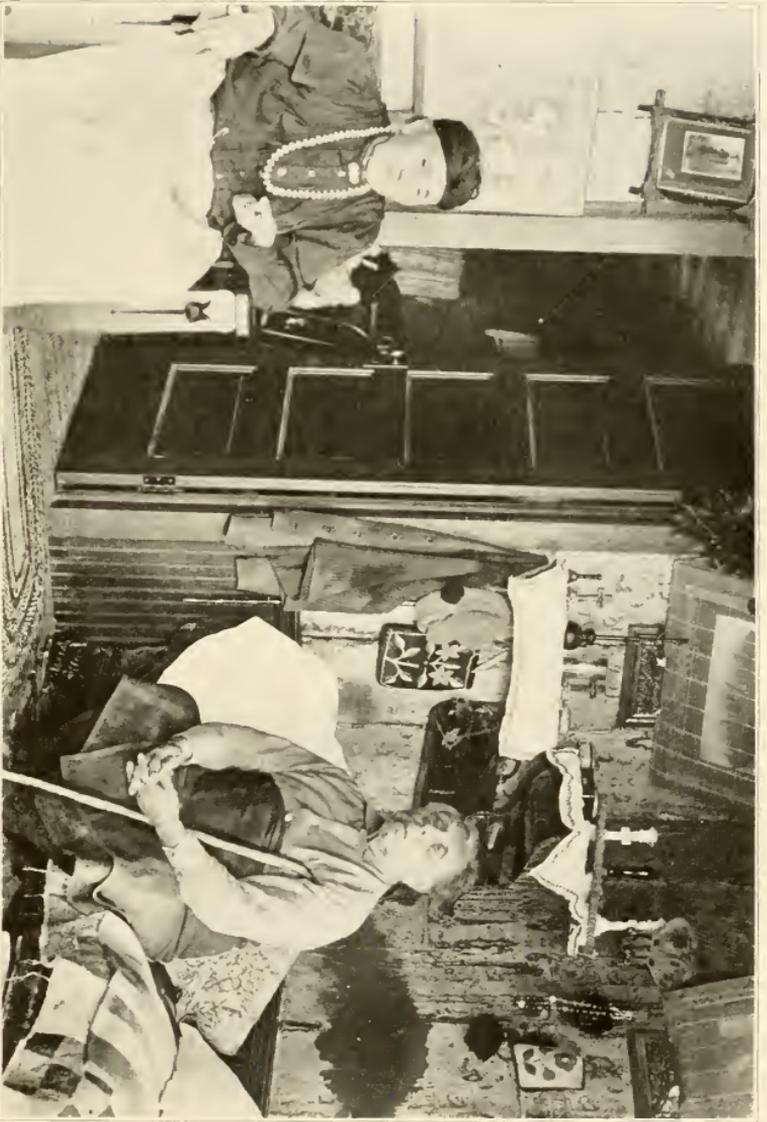
What we now know as the Head of the Bay was the headquarters of the Puyallup tribe of Indians and they called it "Ta-ha-do-wa," which means "Come in"—a word of welcome. The hub of their dominion was a large pool or inlet at what is now the foot of Fifteenth street. This pool extended almost to Pacific

Avenue, and covered the area now occupied by the tall Sandberg building and others in that vicinity. A small stream fed by springs and surface drainage emptied into the pool from the north, and along this stream as far north as Thirteenth Street the Indians camped. The Indians knew this pool as "Cha-lash-litch." "Chalash" means a large meadow overflowed with water; "litch" means "over one's back." In short the term meant "a deep pool." It was a favorite place for the canoes, for they were perfectly safe. A sand pit of considerable length extended between this pool and the waterway, and the entrance to it was from the southern end.

When Father P. F. Hylebos first saw the bay in 1871, on his way from the Cowlitz to preach to the Indians on the Reservation, the water was fairly covered with canoes, the occupants spearing salmon. Indian houses—of bark, canvas, or boards given up by the tide—covered the beaches all along the Tacoma waterfront. The Indians called the City Waterway "Towadsham," or "fording place." The Puyallup River then emptied into the Sound at a point about opposite the present Fifteenth Street. The name they gave the waterway probably was a modern one. White men now living in Tacoma remember when the waterway could be forded about opposite Eleventh Street. But we have testimony to the fact that a number of years before it had a considerably greater depth.

At Old Tacoma was another pool, now a log pond, affording safety for canoes, and the Indians knew this as "Shu-bahl-up," or as the whites have written it, "Chebaulip"—a sheltered place. At what is now the smelter site the Indians often gathered. This was "Cho-cho-chluth," the maple wood. It was used to some extent as a burying ground. Flathead skulls were found there when the smelter was being built.

The Puyallup Indians inhabited all the territory north of what is now Puyallup Avenue, and their shelters were scattered for a distance up the valley, along the river. Their northern line was about where Redondo now is. Their houses dotted the beaches at Brown and Dash Points. Here they had lived for unnumbered centuries, and it is a commentary upon their peaceful natures that they did not resent with force of arms the invasion of their beloved land by the whites.



BLIND JOHN HOPE, SAID TO BE THE LAST OF THE PYGALUTPS, AND HIS WIFE, A DESCEND-  
ANT OF CHIEF SEATTLE



At the foot of Fifteenth Street, about one hundred and fifty years ago, lived Klapasha, a chief whose fame still lives among the older Indians, and when the whites came Chief Squatahan lived there, though apparently they did not learn to know him. Squatahan, a few years later, refused to follow Leschi, Kitsap and Kanasket to war. He signed the treaty with Governor Stevens at Medicine Creek, though it deprived the Indians, as they believed, of their beloved "Towadsham," and sought to remove them to a reservation extending, as old Indians have described it, from about where the smelter now is to the neighborhood of Old Tacoma. The treaty described the reservation as lying on "the south side of Commencement Bay." The Indians never occupied the designated area. When the Indian war broke out Chief Squatahan removed practically all of his people to the Henderson Bay country to keep them out of trouble. Another Indian of consequence who was a firm friend of the whites and who sometimes was called chief, was Chee-chap-witch, the grandfather of John Hote, who, now blind and quite old, lives near Ardena, the last man of the original Puyallup tribe. Chee-chap-witch assisted in removing the Indians to Henderson's Bay. Only a handful of the Puyallups took up arms against the whites. Legend fixes the number at thirty.

In 1840 Father Blanchet, who in after years became archbishop of Oregon, had traveled pretty well over the whole Puget Sound country in company with Chief Steilacoom, meeting on his journeys the chiefs of about twenty-five tribes of Indians. He sought to learn what point would best suit them as a gathering place for mission services. They selected the head of Commencement Bay, and there, about where the Northern Pacific round-house stands, the priest erected a huge cross. It stood there for several years, and about it every summer gathered hundreds of Indians who came to hear the "blackgowns" explain the "Catholic Ladder."

A large Indian medicine house stood on a sandspit on the easterly side of the head of the bay, and here the Indians performed the rites that banished evil spirits and human ills. In the medicine house they had a board nearly four feet wide and about eighteen feet in length, which had been chiseled out by hand after

months of patient labor. It lay flat, supported a few inches above the ground. Around this the Indians gathered and all day long, and some times for days at a time, they pounded the wide plank with hard sticks, singing in the melancholy minors of savage music to their Tamanamus.

William Lane, who came in '53, describes gatherings on the Nisqually plains of from four thousand to six thousand Indians from all over the Sound country and from east of the mountains. They congregated for horse races, gambling and Tamanamus. Their principal gathering place was about two miles southeast of American Lake on what afterward became the John Rigney place.

"I have seen an Indian lie unconscious and rigid for eight or nine days after having been hypnotized by medicine men," says Mr. Lane. "When he 'came to,' he was a medicine man. The Indians had great times at these gatherings. Some of their races were over a six-mile course, and they drove like mad. Their gambling was almost continuous and they wagered everything, even to their squaws and the last rags on their backs. The squaws gambled with marked beaver's teeth, following the same method as the men, who used little disks cut from dogwood. In front of each player was a little 'nest' of cedar bark finely cut until it was almost like cotton. With the disks in their palms the men would sink their hands in the 'cotton,' move them about rapidly and mysteriously, meanwhile mumbling to Tamanamus. Then removing their hands from the bark they would hold them out in front, or sometimes behind them, and the opponent had to guess where the disks were. Hour after hour this went on. An Indian not infrequently would sit on his knees for eight or ten hours, or even longer, without once changing his position."

Among the northwestern Indians there were very few athletic games. They never wrestled, as far as whites knew, seldom ran footraces, and never boxed. These sports were not even indulged in by the boys. But old and young of both sexes enjoyed swimming, and great crowds of men and women and boys and girls frequently were seen in the bay together. They loved boating, and they sang as they rowed. The Sound tribes were regarded as good singers. Ezra Meeker's "Pioneer Reminiscences," in



BEFORE THE PASSING OF THE SAILERS  
Ships lined up at the Hauson, Ackerson & Company mill



INDIANS GAMBLING ON THE BEACH IN THE EARLY DAYS OF TACOMA



describing a visit of "Mowich Man" to his cabin on McNeil's Island, in the '50's, says:

"Some of Mowich Man's people were fine singers, and in fact his camp or his canoe, if traveling, was always the center for song and merriment, but it is a curious fact one seldom can get the Indian music by asking for it but rather must wait for a spontaneous outburst. But Indian songs in those days came out from nearly every nook and corner and seemed to pervade the whole country so much that we often and often could hear the songs and accompanying stroke of the paddle long before our eyes would rest on the floating canoes."

Similar testimony is given by other old settlers. They describe it as music of a major key and merrier than Indian music usually heard, though at their Tamanamus ceremonies it was mournful enough. The Indian boys and girls of the present generation take readily to music. The students of Cushman Trades school have developed, under Director Kelly, an excellent orchestra and male chorus, and some of the boys show talent in the making of musical instruments.

Henry Sicade of the Nisquallies, tells a curious incident. One evening he and his wife were driving home when they heard, in front of them a man singing an old Indian song which they had not heard in years. They were very much interested and hastened to overtake the singer. They found him to be a young Japanese, and not an old Indian. Those who are attempting to trace the relationship between the people of the Orient and the aborigine of the Northwest may possibly find another key in this song—if the song can be found. The Sicades do not know it. They remember having heard it among the old Indians many years ago.

Across the tideflats at the point of land jutting out from the hill near the present Interurban bridge over the Puyallup River was an Indian cemetery. In those days the Indians did not bury; they placed their dead in the trees, wrapped in cedar bark tightly bound with cedar ropes. The ground about the place was covered with human bones. Carrion birds and wolves fed in the forbidding spot. The whites in the neighborhood objected to this form of interment and compelled the Indians to bury in the earth.

Mrs. C. H. Stoltenberg, now living at Clover Park, well remembers this grewsome spot. She was Annie E., daughter of A. W. Stewart, wagonmaker and carpenter in government employ on the reservation. The members of the family used to look out of the cabin door on moonlight nights to see the bodies resting in the trees with their loosened cerements flapping in the wind. Mrs. Stoltenberg was just a little girl, but she visited the cemetery several times, saw many beads and other trinkets scattered about, and there were many bones as well as occasional pieces of flesh. If a body fell from a tree, even a day after it was placed there, the Indians did not put it back. Stewart and his neighbors persuaded the Indians to quit the practice.

The Indians called this burying ground "Sblook." The slough that ran in front of it they knew as "Tahowlks," which means, literally, "missing the nose." In times of high water the water from the Puyallup River backed into the slough, and decade after decade it was a romping place for the Indian boys and girls. Many of the Indians now living swam there.

The main, or Galliher, creek at the head of the bay, one of the two that ran the wheel of the old De Lin mill, was known as "Wad-hum-shum," derived from the word "swad-hums," meaning "the people who inhabit the plains." In the early days the Indians from east of the mountains used the trail through the gulch which the Tacoma Eastern Railroad now uses in their passing to and fro. And where the creek entered the bay was a great Indian landing place.

The high point where the Tacoma Hotel now stands was known as "Tah-too-sul," which means to beckon, to flag, or make signal to. The eminence was an Indian signal station.

All about the large "Medicine house" which stood on the spit, were the drying and smoking racks where the Indians prepared their fish.

Prized among the Indians was a great rock, some seven or eight feet in height, which lay on the beach now covered by the Half Moon yards, and which carelessly was covered when the railroad company made the fill there. Its surface bore the figure of a man, not clear in places, to be sure, but distinct enough for the Indians to declare that it was the work of "The Changer"—

the mythical almighty who sometime in the far past, had worked among inanimate, as well as animate, things, wonderful miracles. Men had been turned into birds and trees and stones. A human being had been converted into Mount Tacoma. The stone on the beach once had been a man. The Indians venerated it. This stone has been described as a hieroglyph, but Jerry Meeker, who saw it many times, says this is not the case. It is believed that in no instance did the Indians west of the Cascades attempt rock carving or rock painting.

Another interesting "hieroglyph" rock was found a number of years ago at Agate Point on the northeast corner of Bainbridge Island. It is three or four feet across, and Indians are much afraid of it. Dr. Charles Buchanan, of the Tulalip Indian School, while traveling with Indians in that neighborhood found that they would not approach this rock.

The spring just west of the Commercial Dock bridge was most highly prized by the Indians. They called it "Ta-sat-co," or "the best flavored water." To the spring and rock the Indians came from north and south, and even from the Wenatchee and Yakima countries. The little cascade over the bluff caused by the spring the Indians called "Cark-to," meaning misty.

The spot where the Flyer Dock afterward was built the Indians called "Sog-go-ton," and the gulch occupied by the Stadium was "Hod-hod-gus." Literally this word means "a great log with several separate fires burning beneath it," or in short "a camping place." Where the Cushman Trades School stands was known to the Indians as "Koo-Youb"—and many of them insist today that the name should be applied to the Indian school. The Puyallup Valley all the way to the mountains was known as "Wheek," meaning "barely seeing it," or "a distant view."

A curious fact was that on Brown's Point lived a lazy band of Puyallups, while near "Sblook," the Indian graveyard, lived a band noted for industry. They ate their first meal at sunrise. Brown's Point carried the name "Ka-tass," because the residents there did not take their first meal until about 9 A. M.

The Point Defiance peninsula was "Sgntus," or "face sticking out prominently"; the steep cliff at the extreme end of the

Point was "Chet-toos," which means "gnawing the face." The face of the cliff is still being gnawed away by tide and frost and rain. The Indians called McNeil's Island "To-whee-whu-da-ub," the meaning of which is "morning star," and "bull-head." The application of the names is not well defined. Day Island was "Szay-witch," which means "to give a valuable gift to free myself," and the application of this is also indefinite. The Tacoma Peninsula was "Squa-szucks," which means a prominent point, and the word also means, it appears, an Indian mile. The Indians measured distances from one prominent point to another, and "Squa-szucks" was a promontory known to them all. Quartermaster Harbor was "Sdou-gwa-luth," which means "the trap is full." This is believed to come from the fact that in the early days, when the connection between Maury and Vashon Islands was clear, and was not covered with brush as at present, the Indians erected tall nets there in which to catch ducks as they flew across. The Indians knew Hylebos Creek as "Hacht," which means "covered with brush."

The site of South Tacoma and the vicinity were known as "Cahk-humd." The Indians used to build corrals or traps of logs and brush about bogs where elk and deer were wont to drink and to find tender shoots. The Indians surrounded the bogs, and with the assistance of the traps cornered and killed the animals. Such a trap, or "cahk-humd," once stood in the bog to the south and east of Rigney Hill.

While modern orthography spells it "Nisqually," undoubtedly it is better spelled "Nesqually," in conformity with its true derivation. The Indians call it "Squal-lay," accent on the last syllable, and with emphasis on the introductory sibilant. It might better be spelled "S-s-squal-lay." Several of the Indian tribes have lost their original names and have adopted the names applied to them by the early French explorers out of Canada. When the French found the Indians of the plains below us they were somewhat surprised not to see the aquiline features which they had seen among the Indians farther east. They found instead a rather round face and a square nose. Therefore they called the Indians "Nez-quarre," or square nose. The Indian, however, could not sound the "r," and substituted an "l," making it

“Nez-quallie.” It is of importance, in contemplating the theory that our Indians are of Oriental origin, that the Chinese, too, have difficulty with the “r.”

The Puyallup Indians were regarded by neighboring tribes, and are yet, as generous and hospitable, and indeed that is why they bear the name “Puyallup,” which old Indians translate as meaning, broadly, “add more.” In the days gone by when great bands of Indians came from the North, South and East, traveling in quest of game, fish, and the various vegetable foods, they usually stopped with the Puyallups for a replenishment of their larders, asking merely for enough to carry them to their destinations. The Puyallups, in their neighborliness, not only gave what was asked, but they added more.

In this connection it is of interest to read an account of a potlatch held in November, 1858, as printed by the Puget Sound Herald, Steilacoom:

“The Indians belonging to the reservations at Nisqually, Puyallup and Squaxum received their annuities at Puyallup on the twenty-third instant. Colonel Simmons and his staff of sub-agents and his clerk, Mr. Armstrong, delivered the goods, amounting in value to \$3,600. A large body of Indians was present, and from appearances they considered the whole affair in the light of a grand feast, got up to promote good feeling and fellowship between the ‘Reds’ and the ‘Whites.’ And good feeling there certainly was.

“The first evening a ball was gotten up in a large room and the dusky beauties and several half-breeds danced to the music of a fiddle which was presided over by Mr. Perkins of the Puyallup agency. Colonel Simmons, who is perhaps more beloved by the Indians than any agent in the service, joined in the dance, and it was an exceedingly amusing spectacle to see ‘Old Mike’ and ‘Old Steilacoom,’ an Indian lady of some fifty years and two hundred and fifty pounds, tripping it on ‘the light fantastic toe’ together.

“The next day the Indians brought their checks into the agency and received their goods. Lieutenant Shaaff, in command of the detachment of soldiers, witnessed the delivery of the annuities and altogether the payment was most excellently and most satisfactorily managed.

“The amount paid out in goods does not amount to more than two dollars a head (though the intention of the Government was that they should receive five dollars) and was rather slim, some families receiving only a little green baize and calico, but it was explained to the Indians that their number had been under-calculated in making the census and that there was hope that the Government would increase the amount of the annuities this year, now that their number was really known.

“Colonel Simmons made two speeches to the Indians, and the marked attention with which he was listened to showed the esteem in which he is held by all the chiefs of his district. Altogether the affair was agreeable to all parties, the Indians were happy and the whites were satisfied, and we came away from the agency impressed with the wisdom of the course pursued toward the Siwashes, and the popularity of the officials who have them in charge.”

But at that it may be remarked, it was only another case of the Indian “getting the short end.”

There were at times many Indians on the plains. Just north of what is now Parkland they gathered the roots of the lackamas and wild sunflower. Digging a hole perhaps six feet in diameter and three or four feet deep the savages lined it with stones. In this excavation they kept a hot fire burning for a day or so, then, removing the ashes, they lined it with ferns. After filling it with the roots they covered the whole with ferns and a layer of earth. Thus it was left for several days. Here was the original fireless cooker.

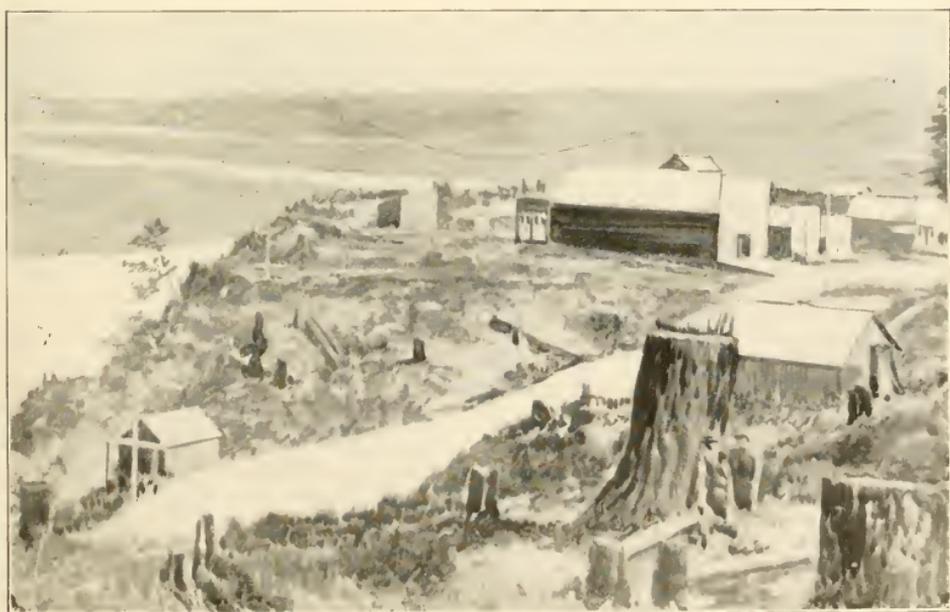
The product, “kalse,” was a sweet, juicy and nutritious food which the squaws packed in their baskets and carried away to winter quarters on bay or river where in shacks of cedar bark lined with mats they lived in savage comfort, with clams, salmon and berries adding to the variety of their regimen.

They made an exhilarating liquor from the sunflower roots. They gathered kinnikinnick leaves, dried and pulverized them and mixed them with tobacco—when they had the tobacco—and in the smoking of the combination enjoyed sensations similar to those produced by opium. Smokers occasionally keeled



WHEN TACOMA WAS A TENT TOWN

Picture taken in August, 1873, just after the townsite had been burned off



IMMEDIATELY AFTER THE TENT PERIOD IN NEW TACOMA

Picture made in 1873 from a point just a little north of where the city hall stands



over in a mild delirium, and saw strange visions. The Indians dried the gweduc for winter use, and taught the art to the white settlers. They mixed dried berries and dried salmon eggs as a winter dish, used the roots of one of the dandelions as food and the milk from the stem as a cure for warts. They gathered "squelips," a plant like the wild parsnip, and the wapato.

The Indians used the leaves of the maple and the alder as condiments. They waded into the marshes and loosened the wapatos with their toes. The tubers floated to the surface and were captured. The wapato is merely the Indian's pronunciation of potato, and the Indian name for this tuber was "spay-koolts."

They roasted the root of the bracken, beat it thoroughly, then ground the starchy material into a coarse meal, which then was mixed with salmon eggs, laid aside and left to ripen, the culmination not being delightful to the white man's nostrils.

In the neighborhood of "Sblook," the Indian cemetery, several persons settled at about the time the De Lins and Judsons came. Among them were Peter Runquist, Carl Gorisch, and Jacob Kershner, all Mexican war veterans, Adam Benston, who had been a Hudson's Bay Company man and William Sales. Runquist afterward married one of Kershner's daughters.

In later years Kershner, who had an Indian wife, sold his claim to the Government, to be included in the Indian reservation, receiving about two dollars an acre for his eighty, but the land soon came back into the family through Mrs. Kershner, who procured it under her rights as an Indian. Very low prices were paid for all of the land taken from the white settlers by the Government for reservation purposes. Most of it was bought in 1859, and not more than three dollars an acre was paid in any case.

Runquist was a blacksmith and he made the hoes, rakes and plows for the farmers. He hammered out the plow with which the Judsons prepared their wheat and oats patches. Stephen Judson paid for it by ploughing for Runquist, who had no oxen. Runquist removed to Steilacoom and became blacksmith to the garrison. His shop used to be pointed out as a place where Captain, afterward General, Grant dropped in now and then to talk to Runquist of their Mexican war days. This is a pleasing

fable. Grant never was in Steilacoom while Runquist was there. In 1849, it is believed General Grant did visit Fort Steilacoom for a few days. It is possible that Sheridan, Hunt, McClellan, Pickett and others who became famous in the Civil war did chat with the blacksmith while they had their horses shod.





FORT NISQUALLY, ESTABLISHED IN 1833, BY HUDSON'S BAY COMPANY

## CHAPTER II

FUTURE TACOMA TOWNSITE INCLUDED IN CLAIM OF HUDSON'S BAY COMPANY'S SUBSIDIARY—THOUSANDS OF CATTLE ON NISQUALLY PLAINS, AND MUCH GAME—EDWARD HUGGINS' FAMOUS OLD JOURNALS—THE HISTORIC BEAVER—DOCTOR TOLMIE DISCOVERS MOUNT TACOMA GLACIERS IN 1833—GREAT CATTLE CORRAL AT SEQUALITCHEW—SETTLERS KILL CATTLE—WHY FORT STEILACOOM WAS ESTABLISHED AND WHEN—LIEUTENANT KAUTZ ERECTS BUILDINGS THERE—NOTE FROM TROWBRIDGE DIARY.

What was to become the Tacoma townsite was included in the vast claim of the Puget's Sound Agricultural Company, a subsidiary of the Hudson's Bay Company, and this great concern, which had pioneered the Canadian dominion, established its post on Sequelitchew (Indian meaning "shallow") Creek about a mile from its mouth, May 30, 1833. The company had a sheep camp where South Tacoma now lies. Its preserves included the territory between the Puyallup and Nisqually Rivers, and even below the Nisqually, and extended from mountains to Sound, thus embracing Steilacoom.

At Fort Nisqually a formidable stockade, with a three-story blockhouse, protected its large warehouses, the factor's residence and other buildings from possible attacks by the Indians. But in the main the company maintained the best of relations with the Indians. It traded with them, employed them, and encouraged and even compelled its white employes to marry squaws by way of cementing the inter-racial bond.

Thousands of cattle and sheep roamed the "Nisqually plains"—a fitting name which should be preserved. We call them "prairies," which they are not. The Indians called them "Bau-kum"—an open place. In those early days the plains were

covered with luxuriant grasses and many wild flowers. The open places were very much broader than now. The encroachment of fir trees is modern. James Sales, who at the age of seventeen months was adopted by the Edmund Crofts family and who has known the plains for sixty years, says that when he was a boy there were almost no fir trees. Only occasional patches of oaks broke the open vistas. Deer and elk grazed among the cattle. Wild ducks and geese swarmed about every lake and pool. In an hour a fair shot could bring down as many blue grouse as he could carry.

The Hudson's Bay Company conserved its paradise. It moved its cattle and sheep at intervals to encourage new grass growth. In after years the settlers took no such precautions and it is the theory that the very close cropping by sheep destroyed the grass roots. A less valuable and thinner forage usurped the soil. Then came the army of fir trees.

At one time the coyotes were numerous and many wild Indian dogs foraged with them, and the old settlers tell of many bands of wolves. Coyotes used to drive horses and cattle into the swamps and destroy them. For a number of years the coyotes practically disappeared, but later they returned in considerable numbers. Indians held the coyotes in high esteem. They believed a devil or deity resided in the animal. Bear and cougar often were seen on the plains in the '50's and '60's.

The Hudson's Bay Company was no less kind to early white settlers than to the Indians, though it often warned the whites against squatting on its wide domain. Its factors were able, cleanly and generous men. Two of them, Dr. William F. Tolmie and Edward Huggins, are now remembered with esteem and affection.

Edward Huggins was born at the foot of London bridge June 10, 1832, and at the age of fifteen he found employment with a broker near the London office of the Hudson's Bay Company. He made the acquaintance of one of the directors of this company who procured for him the opportunity to come to the Pacific Northwest. October 10, 1849, he sailed on the company's ship Norman Morrison for Fort Victoria which was reached in March, 1850, and the youth at once was sent by Gov. James



JAMES SALES

The first white child born on the Tacoma peninsula. Date of birth, October 20, 1853.



SCENE ON JAMES SALES' FARM AT PARKLAND



Douglas to Nisqually where the good Doctor Tolmie gave him employment in the store, dealing with the Indian traders. When the company's cattlemen were frightened from their post at Muck at the beginning of the Indian war Huggins took charge there, remaining for some years with his band of helpers, composed of English, Irish, Scotch, Kanakas, French Canadians, Indians, halfbreeds and one negro. October 21, 1857, Mr. Huggins married Miss Letitia Warks, usually misspelled "Works," daughter of John Warks, a prominent man in Hudson's Bay Company affairs. When Doctor Tolmie retired in 1859, after twenty-six years of fine service, Mr. Huggins succeeded him and remained in charge of the company's affairs until, in 1870, it closed its business at Nisqually and surrendered to the United States the rights it long had claimed, taking \$650,000 for its property, though it first had asked a million. The price paid was abundant. Mr. Huggins had become a citizen of the United States some years before, and when the company ordered him to a post in British Columbia he severed his relations with it. He preempted a claim on the land that had belonged to the company and that embraced the best of the buildings left by it. He added to his holdings until he owned 1,000 acres of land. Mr. and Mrs. Huggins had seven sons: William, Edward, deceased, Thomas, David, Henry, Joseph and John. Thomas and David live in Tacoma. Thomas is in the manual-training department of the public schools, and takes a deep interest in Washington history. Edward Huggins, Sr., died January 24, 1907, at the age of seventy-five, and Mrs. Huggins passed away September 12, 1910, at the age of seventy-nine. Both died in Tacoma, where they spent their declining years.

Thomas Huggins still owns the old journals of the Hudson's Bay Company, though the journals are missing between May 31, 1839, and January 26, 1846, and between April 30, 1847, and March 10, 1849. They are rich with history and have been examined again and again by writers and students of history. They cover the period from 1833 to the very afternoon of Edward Huggins' death—a period of seventy-four years. The old gentleman continued faithfully to keep the records after he left Fort Nisqually and the last entry was made only a few hours

before he expired. The old safe of the company is now in the Historical Society Museum—a relic of value. Great effort has been made to find the missing journals.

The Huggins place is now included in the 2,700-acre domain of the DuPont Powder Company, which, cognizant of the historic importance of the old home, is preserving it. The old Hudson's Bay Company post furnished much of the powder and ball with which warring Indians were repelled; its successor, the giant DuPont Company is furnishing a large part of the world with explosives.

Among the vessels that came and went, carrying supplies to Victoria and elsewhere, was the *Beaver*, pioneer steamer of the western world. She was 101½ feet in length and was built at Blackwell, England, in 1835. She had the famous Bolton & Watt engines. Her boiler and engines weighed sixty-three tons and cost \$22,000. Her wheels were placed well forward and were quite small, and they looked, according to a contemporary writer not unlike the "forepaws of a land terrapin." Her breadth inside her paddle boxes was 20 feet; outside 33 feet. Her poop was high and square, and slanted in toward the rudder. Her depth was 11½ feet and she registered 109 tons. She carried twenty-six men, five six-pounders and a large number of small arms. Her decks were protected from invasion by the Indians when she was in the Northwest by a border netting of rope. When she was launched King William IV and members of the royal family saw her slide into the water. She sailed August 29, 1835, and December 17 reached Juan Fernandez—"Robinson Crusoe's Island." She was the first steamer to cross the Atlantic to America, the first around the horn and the first to sail the Pacific. She reached the mouth of the Columbia River April 4, 1836, and in 1837 she came to Puget Sound. Fort Nisqually was her home port. She was wrecked in Burrard Inlet, B. C., July 26, 1888, and her boiler was raised by C. C. Pilkey in September, 1896. When the indefatigable Professor Gilstrap procured the boilers a few years ago and established them in A Street there were many who ridiculed. Yet Gilstrap had made a valuable find, and few relics which the State Historical Society

has acquired have attracted more study. Mechanics have come from far and wide to examine this old machine, which is now established on the grounds of the Historical Society Building.

From the Hudson's Bay Company's stores the early settlers bought their supplies, which were first-class and sold at reasonable prices. The company now and then gave offense by inquiring closely as to the buyer's actual needs and would sell him no more than he had to have, no matter if he had abundant "chickamin" with which to pay. It would sell nothing if there was indication that it was to be resold; it was not inviting mercantile competition.

The ambition of every housewife in that day was to add a stove to her kitchen furniture, and stoves were sold by the company even under a closer guardianship than most other articles. The buyer particularly had to promise that the stove was for his own use. These stoves brought as high as ninety dollars; today one of them probably could be sold for seven or eight dollars as a utility—but very much higher than that as a curiosity. Ninety dollars even now is a large price for a stove. But the early settlers had considerable cash. Wages were high and work was plentiful. The soldiery at Fort Steilacoom scattered their money freely. The Hudson's Bay Company's post was a market for much of the farm produce.

Doctor Tolmie was physician, scientist and Christian teacher. He botanized on Mount Tacoma and discovered its glaciers in 1833. He went up the Puyallup river and he spelled it "Poyal-lipa" in trying to follow Indian pronunciation.

At the mouth of the Sequelitchew was a massive cattle corral built of logs. The walls were almost ten feet in height. The structure was about sixty feet square. On the land side extended, funnel-shape, two great wings of logs and lighter material. Into this funnel the herders drove their cattle, crowding them finally into the corral. From platforms on the log walls men roped the long-horned animals and they were dragged through the beach gate and to the waiting ships, to be hoisted to the decks by their horns. The following letter throws additional light on this traffic:

Vancouver, 9 Oct., 1845.

“Doctor Tolmie,

“Dear Sir:—The Cadboro is to proceed in tow of the steamer to Nisqually, and both are to be employed, till further orders, in taking cattle and sheep to Fort Victoria. It would be desirable to send forty head of oxen, which will be fit to kill next year, and a thousand of the finest wool sheep with their rams, and two hundred wethers, which I mention that you may know our views. It will be necessary that one of your most experienced shepherds go with the sheep. \* \* \* As the steamer is limited in her time it will be necessary every precaution be taken that she be detained as little time as possible at Nisqually, as, if we can get more than that quantity to Victoria, so much the better.

“I am, yours truly,

“John McLaughlin.”

Many of the cattle, after roaming for months over the 161,000 acres controlled by the company, became wild and dangerous. Travelers sometimes were attacked by them. This gave excuse to the settlers for killing them, and often they did not wait for the temper of the animal to be disclosed before shooting. Hunger, and not fear, directed many a clandestine bullet. It was an easy method of provisioning, and it gave the company much trouble. Now and then these troubles reached the courts in Victoria. On one such occasion one of the witnesses was John Montgomery, a Scot. He was asked how many cattle the Hudson's Bay Company had here. There was snickering among John's acquaintances as he was reputed “not to be able to count twenty.” But John proposed to betray no ignorance and he boldly replied:

“It has four thousand, eleven hundred and a bull up at Muck.”

This arithmetical bull pursued John the remainder of his life and he lived long. The joke became a household pet all along the coast, and some of the older settlers still tell it with gusto.

Clarence B. Bagley, whose researches into the Hudson's Bay Company records have revealed a vast amount of fine material, says the company had at times from 5,000 to 8,000 head of cattle,



FORT STELLACOOM

As it looked when the soldiers occupied it, though at the time this photograph was taken it had been converted into a hospital for the insane. The picture was taken from the site of the water tower on the hill south of the hospital.



and from 6,000 to 10,000 sheep, also 300 head of horses, and required from fifty to seventy-five men to take care of them.

Muck was an important station in the company's business. Edward Huggins was in charge there through a part of the Indian war. There too, in after years, lived Charles Wren, a notorious half-breed, rich through trickery and theft. He was much feared by his neighbors, though withal a hospitable fellow. But while the welcomed guest was toasting his feet at Wren's fire, the host might even then have his visitors' calves hid in the woods. The fecundity of Wren's cows seemed to present a supernatural wonder until the incensed settlers, investigating his place, found their own calves there. It has been said that Wren paid Frank Clark, a shrewd criminal lawyer of Steilacoom, and later of Tacoma, \$1,200 a year to keep him out of jail. Clark earned the fee, whatever it was.

Steilacoom was market, postoffice, news center and metropolis for a wide section of the Puget Sound country. The early settlers on the Tacoma townsite and on the reservation sometimes rowed to Steilacoom. Ox teams transported their heavier supplies.

An Indian attack on Fort Nisqually in which Leander C. Wallace was killed, led to the establishment of Fort Steilacoom. In August, 1849, Capt Bennett Hill arrived from Fort Vancouver with United States soldiers, arrangements having been made for the rental of twenty acres from the Hudson's Bay Company for fifty dollars a month. This payment continued for ten years. It was a paradoxical situation in some aspects. The United States seemed to recognize the rights of the Hudson's Bay Company and paid to it a rental for the establishment of a fort, a silent aim of which was to establish the authority of the United States over the territory claimed by the Hudson's Bay Company and the British Government.

To try the Indians accused of the Wallace killing the first term of court in Pierce County was convened at Fort Steilacoom the last Monday in October, 1849. Chief Patkanim of the Snoqualmies had been induced by J. A. Thornton, Indian sub-agent for Oregon, who offered him eighty blankets as a reward, to surrender Kussas, Quhlawot, Stullhahya, Juttain, Wyah and Qualthlinkyne into the hands of United States

Marshal Joe Meek. Oregon Chief Justice Bryan presided at the trial. Kussas and Qulhawat were convicted and executed. The others were acquitted. It was established that Qualthlinkyne was a slave Indian; that he was not at Fort Nisqually when the killing took place; that he had been surrendered by the wily Patkanim with the expectation that the other prisoners could attach to him the responsibility for the crime and thus free themselves. But the white man's cross-examination broke down the conspiracy and set the slave free. Practically the whole Snoqualmie tribe attended the hanging of the two men.

The troops at first occupied a number of old log houses built there by the Hudson's Bay Company. They at once threw up entrenchments to protect the spring and pool from which the hospital now takes water. The earthworks were well constructed. Everything was made shipshape against surprise. In 1857 Lieut. A. V. Kautz was given authority to erect more substantial and commodious buildings. The concrete water tank now standing in front of the hospital was built. Before that time water was brought from the great spring in the gulch by a man with a mule and cart. It was that wonderful spring that caused the fort to be established there. Lieutenant Kautz placed below it a ram which for fifty years dutifully chugged away, its chugging filling the deep, fern-lined gulch with strange echoes. Though Lieutenant Kautz spent about \$200,000, he completed his task at a cost less than the estimates, and the excellence of his work rewarded him with the thanks of the War Department.

The sills for the buildings were hewn by hand. Many of them were too long to be cut by Byrd's sawmill at Custer. They were a foot square. The studding was fastened to them by the now obsolete mortice-and-tenon method. For the chimneys Stephen Judson made the brick, hauling clay from the hillsides a considerable distance away. His brother, John Paul, served as teamster and hauled lumber to the fort, and for some time after that he carried the United States express to and from the fort. Several of the buildings have been torn away but enough remain to give to the hospital grounds a remarkable historical value. Especial pains should be taken to preserve these interesting structures. The "Headquarters Building" at the fort was con-



Superintendent's quarters  
 Men's convalescent ward  
 The working ward. Fort Steilacoom Band,  
 composed of employees, in front

Men's receiving ward  
 Women's ward  
 Accountant and superintendent's houses,  
 and office building

OLD FORT STEILACOOM BUILDINGS, SOME OF WHICH STILL STAND



structed with brick between the studding as a protection against the bullets of Indians.

A description of the fort is given in a letter now in possession of J. T. Steeb, written April 22, 1856 by George Tennant Steeb, then chief engineer of the United States steamer John Hancock.

"The other day," the letter says, "we went up to Fort Steilacoom after a couple of companies of soldiers. We arrived at the town about sunset and as soon as I was off watch, 8 P. M., I went ashore and in company with the captain's clerk, walked up to the fort about a mile and a half. \* \* \* We found Doctor Turner, a young man who is from Philadelphia and fifteen or twenty fine fellows, lieutenants, surgeons and captains in the army. The fort is built of logs. In fact it is no fort at all but a collection of buildings built in the shape of a square, the men's barracks on one side, the officers' on the other, storehouses on another and a row of army wagons on the last side. The houses are only one story and doors connect them all. \* \* \* A short distance from the fort is a burial place of those who died here. One grave is quite recent, that of Lieutenant Slaughter, killed while on a scout against the Indians."

Another interesting document concerning Steilacoom is the diary of Lieut. William P. Trowbridge, U. S. A., who came to the northwest via Panama in 1853. He wrote and sketched, and his old books are now owned by his son, Wm. P., of the Tacoma Land Company. Among other notations in the diary is one to the effect that Major Larned was going to look up a site for a new army post as Fort Steilacoom was not considered a healthful spot!

## CHAPTER III

FOUNDING OF STEILACOOM, THE TOWN—ITS NAME IN HISTORY SINCE 1824—STORY OF FAMOUS OLD CHIEF STEILACOOM—NOTED LEADERS OF PUYALLUP TRIBE—INDIANS FEAR THE LAKES—RISE AND FALL OF LAKES AND THEIR DEPTHS—INDIAN NAMES OF LAKES AND DEFINITIONS.

Steilacoom, the town, is an accident, to some extent at least. A sea-faring triumvirate, Frederick Rabjohn, William Elders and William Bolton, members of the crew of the British ship *Albion*, had settled there after their ship had been seized, for violating the revenue laws, at New Dungeness where she had put in to load piles. But Steilacoom probably would have been slow enough, even with the advantages of a nearby military cantonment, without Lafayette Balch, a man of force and business acumen. Balch owned the brig *George Emory* and in 1850 he brought from Portland, Me., a cargo of merchandise to Olympia, known then as Smithfield, or Smithter. He also brought a house all ready to be put together. After her cargo had been discharged Balch met opposition from Edmund Sylvester, owner of the townsite, who was fearful that the Balch competition might injure the store of Michael T. Simmons, and he therefore demanded so much for a lot that Balch angrily reloaded the cargo, accused Sylvester of attempted extortion and set sail in search of a kindlier welcome. He found it at Steilacoom where he again discharged his cargo and immediately set about the business of putting Steilacoom on the commercial map, an enterprise altogether congenial, because, the larger Steilacoom's trade became, the more it was likely to injure Olympia. Balch erected a large store building and placed Henry C. Wilson in charge. Wilson remained scarcely a month. He, too, had townsite ambitions. In August he sailed northward and took up a claim where Port Townsend stands, and he was the only one of the original settlers there who won title to his claim.

Steilacoom was named after Steilacoom Creek by Lafayette Balch, who is said to have spelled it "Chielcoom." George Gibbs is said to have prevailed upon Balch to change it to "Steilacoom."

Balch got the name either from the Indians themselves or from the diary of John Wark, the Hudson's Bay Company explorer, who, in 1824, had visited the place and he called it "Chilacoom." Wark wrote that a half dozen wretched Indian houses built of poles and mats occupied the beach. He employed one of the Chilacooms as a guide. A recent attempt to change the name of Steilacoom failed. Pride and sense prevailed. Steilacoom Creek became Chambers Creek shortly after Thomas M. Chambers took a claim in its vicinity and with a gun defied the Hudson's Bay Company to dislodge him. Doctor Tolmie undertook a number of times to move him but the resolute settler ignored notice after notice until he had worn the edge off the company's desire for the land. To more safely establish himself he urged other settlers to take claims near him. Chambers built a sawmill and later a gristmill near the mouth of the creek. Bolton, one of the sailors, had been a ship's carpenter and he was building a ship yard. At Higgins Beach William B. Wilton, C. C. Batchelder and A. A. Plummer were cutting piles for the San Francisco market. In after years the Wilton waterway figured in a ferry-and-dock plan in which A. R. Titlow was interested for the benefit of the islands west of the Tacoma peninsula.

Steilacoom, or "Tsla-lakum," or "Tsa-cal-a-coom," or "Sch-tal-a-cop"—these various Indian spellings having been used in the years past—was the name of a tribe of Indians of Whidby Island. Their chief, Steilacoom, was a wealthy and intelligent man. Generous mention of him is found in "Historical Sketches of the Catholic Church in Oregon during the past Forty Years," issued by the Catholic Church in 1878. This publication describes the visits of Indians to the Cowlitz mission, 150 miles south of Whidby Island in 1839, to see the "black gowns" as the priests were called.

"Among these delegations," says the recital, "was one led by a chief named Tsla-lacum. \* \* \* After a journey of two days in canoes to Fort Nisqually, and an arduous march of three days on foot, across streams and rivers and by an exceedingly rough trail they reached the Cowlitz with bleeding feet, famished and broken down. Their object was to see the 'black gown,' and hear him speak of the great spirit."

August 11, 1841, Father DeMers started for the Sound on a tour among the Indian tribes.

"He travelled," says the publication, "from one nation to another accompanied by Chief Tsla-lakum and many other great chiefs," teaching the lowly savages the true way by means of the Catholic "ladder."

Some have supposed that the Whidby Island Indians gave the name Steilacoom to the locality in Pierce County. It has been assumed that the popularity of Steilacoom River as a fishing ground probably drew the Whidby Islanders in such numbers that their name finally became attached to it. This, however, is not the case. Steilacoom is the Indian word for Indian pink which grew abundantly in the Steilacoom neighborhood and the Indians with the usual sense of the fitness of things in applying descriptive names, made no mistake in the case of Steilacoom.

Then how did the Whidby Island Indians come to be known as Steilacooms? The solution seems to be that they adopted the name, Steilacoom, in honor of Smoot-tas, later surnamed Susway. Smoottas was a Steilacoom Indian and was born near what is now Lake View. He was an eloquent man and a religious student. He married a princess from Tulalip and took up his home on Whidby Island where he became a man of power through the force of his high character. He carried the honors of his chieftainship with dignity and he was a benevolent and kindly leader. His people referred to him as "Steilacoom" in order to distinguish him from others. The fact that he had a surname at once marks him as an unusual man. The Indians applied surnames only to those whom they would honor.

Smoot-tas was a brother of Stann, also a strong character, and Stann was the grandfather of Mr. Henry Sicade, on his mother's side. Mr. Sicade has made a considerable study of Indian nomenclature and Indian genealogy and it was he who undertook the task of differentiating the various Steilacooms and especially the task of establishing the relationship between the Whidby chief and the Steilacoom vicinity.

Within recent years there died south of Steilacoom an Indian called "Chief Steilacoom," whose real name seems to have been Tailcoom. He was about one hundred years of age. It too often has been taken for granted that Lake Steilacoom, Fort Steilacoom, the town of Steilacoom and Steilacoom River were



HENRY SICAIDE

A modern Indian. He is of the Nisqually tribe and has been devoting much attention to the preservation of the language.



named in his honor. In times past many literary tributes have been paid to this Indian by persons who apparently did not inquire into the merits of his case. He was an honest, sensible man but not an important tribal leader.

His name appears many times on the books of the Hudson's Bay Company by which he was employed. When Captain Wilkes visited the Sound in 1841, he reported, a rich Englishman named Heath was growing sheep on "Steilacoom farm" near Fort Nisqually. The old Indian was called "the last of the Steilacooms." Several intelligent Indians lately interviewed refused to give to this Indian the distinctions which the whites have paid to him. It is denied that he was a chief and it is said that he allowed himself to be clothed with honors to which he was not entitled, a frailty not by any means confined to the aborigines.

The Puyallup Indians now have no chief, according to the old custom but they recognize the leadership of "head men." In charge of their cemetery which is the only common property remaining among the Indians are Henry Sicade, James Goudy, James Brewer, John Meeker, John Hote, Charles Soticum and James Swayall, and their counsels usually are followed in all matters. The Puyallup chiefs from Squatahan's time—in the '50's—were "Tyee Dick," whose Indian name was Sinawah; then Sitwell, whose correct name was Sitwulch and who had great influence; the fourth was Tom Thompson, whose Indian name was Za-qua-la-co. Sitwell then served for another period as leader of the tribe, being followed by Quayupyet, generally known as Tommy Lane, an able man highly thought of. He was a half-brother of the famous chief Kitsap and was the last chief of the Puyallup tribe. "Tyee Dick" actually had the leadership of both the Nisquallies and the Puyallups for some time soon after the Indian war, Squatahan having passed away. Lane was made chief by the younger element composed chiefly of Indians who had been away to school where they learned some of the arts of politics and of representative government. Lane was respected by the elders but as long as Sitwell lived they regarded him as their chief.

In the early days of the town of Steilacoom a large Indian weighing more than 200 pounds, lived humbly amid the logs and stones in the neighborhood of the mouth of Steilacoom (Cham-

bers) Creek. He, too, by some was called "Chief Steilacoom" and at least one contemporary writer gave to him the honor of having lent his name to creek, town, lake, fort, and almost to the county. For it was the plan in the first place to call this county "Steilacoom." Admirers of President Pierce happened at the moment to be numerically stronger than the friends of the Indian Steilacoom.

This Indian, known to his white employers as "Steilacoom John," had a small shack of cedar bark and mats. Whatever rights he had as chief, and, whatever dominion he exercised among his people, the sway of his scepter was impotent in his own home. In truth he was a much henpecked person. His klotchman ridiculed and reviled him, especially when whites were within hearing distance. Mrs. Steilacoom despised with savage refinement the whites and all their ways. She urged her spouse to take up arms and drive the intruders out. She did not share with her husband his gratitude to the Caucasians for bringing potatoes to this country. The chief, on the other hand, believed that this fact alone compensated for whatever offenses the whites might commit against the country. For he loved potatoes. He was a pronounced flathead, as were all the Indians, (except the slaves), in this country before General Milroy put a stop to it. He was once a witness in the trial of a man accused of selling whiskey to the Indians, and he was asked if it was difficult for Indians to buy liquor.

"It's no trouble to get whiskey," he replied. "The trouble is to get money to buy the whiskey with."

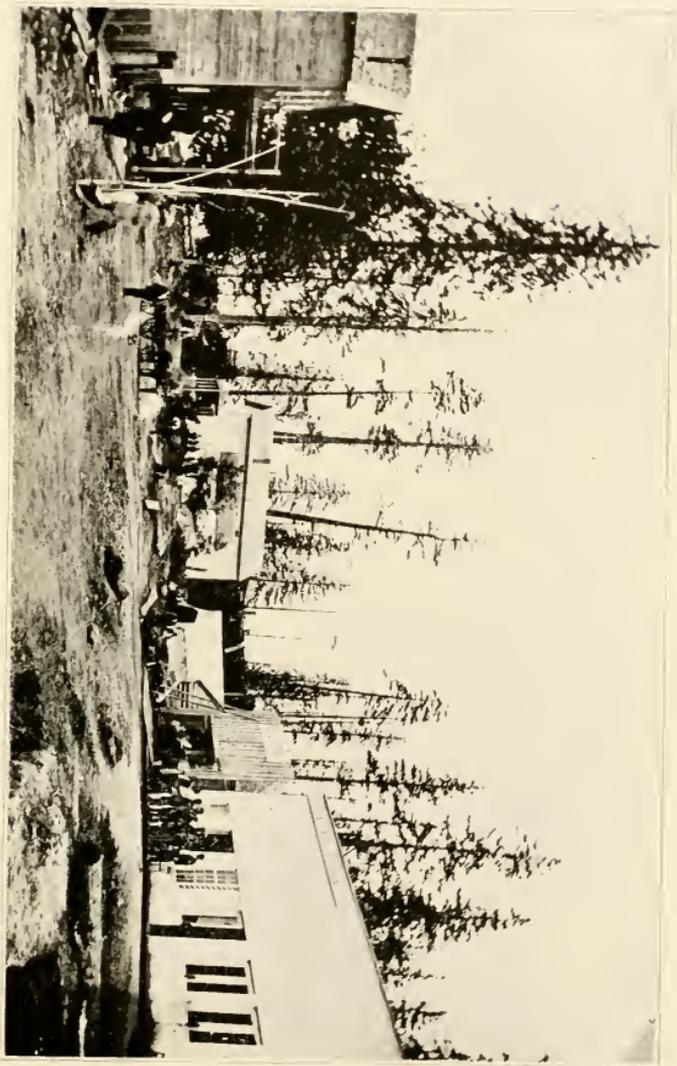
At the same trial an Indian woman was asked:

"Was he a white man?"

"No, he was an Irishman," was the reply.

"Steilacoom John" worked for Pincus & Packscher for some twenty years. This firm in the early days had a monopoly of the hoop pole business in this section and Steilacoom John furnished thousands of them as well as many shipknees, which were shipped in great quantities in the early days to San Francisco. On one occasion, after the firm had bought the old Byrd mill at Custer, high water was washing around one end of the dam which was about to be carried away and the Indian was sent to assist in saving it. He spent almost an entire day in the icy water up to

AT THE BIRTH OF OLD TAOMIA





his chin, laboring to check the flood. He was six feet in height, stood straight, and was a dependable man.

The Indian Smoot-tas, whom his people called Steilacoom, was the only one of the number mentioned who ever was a chief. The others were counterfeit. Smoot-tas or Tsla-lakum, as Father DeMers called him, seems in every way to have been entitled to the distinction given to him.

The Indian name of Steilacoom lake was "Whe-athee," which means underhanded or deceitful, according to Jerry Meeker, who has devoted much time in assisting the writer of this book in compiling Indian nomenclature. The Indians were much puzzled by the conduct of the lakes. They believed their mysterious rises and falls to be governed by supernatural forces. A seal was once seen by them in Steilacoom Lake and they concluded that the lake was connected underground with the Sound, and their legends tell of the body of an Indian girl who had been drowned in American Lake, being found in Commencement Bay. The whites have been no less puzzled by the wonderful lake region. These lakes lie at different levels, though close together, and it has been fairly well established that there are underground connections. The elevations of the lakes, given by the city engineer's office, are: Spanaway, formerly known as Bushalier, 332.8; Tule, 301; American, 247.4; Gravelly, 229.3; Steilacoom, 219.8.

These lakes lie in silt-lined basins. A disturbance of the silt permits the water to disappear into the vast gravel bed beneath. It has been asserted by competent geologists that a few heavy charges of dynamite in the bottom of any one of the lakes soon would drain it. It is an established fact that when water from the lakes is conducted a few feet away it disappears quickly into the earth. This makes possible the operation of the hydraulic ram at the lake's edge on the property of Dr. Ernest C. Wheeler, at American Lake. The operation of a ram by a lake is a paradox that has attracted much attention from hydraulic engineers, geologists and others. The well in which the Wheeler ram operates is some 20 feet from the lake's edge and it is about 15 feet in depth.

In Steilacoom Lake is an island which rises and falls. Attorney E. B. Brockway and others have given some attention to this

curiosity. They are certain it is not a mere "floating island," such as may be seen in many shallow lakes.

Slugamus Coquilton, the Indian, used to say that American Lake had borne that name ever since the Wilkes party celebrated the Fourth of July at Sequiditchew in 1841. It has been the belief that Captain Wilkes named it, probably combining a patriotic impulse and a desire to honor Mrs. America Richmond, wife of the missionary at the Hudson's Bay Company post in 1840-2. The Indian name for the lake was "Sportals," derived from an interesting legend: Toward the east end the lake is narrow. Deer, when hard pressed, swam it here, followed by the hunter, if he were daring enough. At great intervals and seen only by the select, the water suddenly would begin a movement that produced a great whirlpool, causing a musical, swishing sound. Then there would appear, as if caused by the rushing waters, a beautiful striped horse called "Sportals," or "Spoolith." The one who saw the "Sportals" and only for an instant, in time became great and usually was elevated to a chiefship.

American Lake is about 105 feet in depth, and Gravelly about 160 feet. Steilacoom's greatest depth is about twenty-five feet. These lakes are all higher in the early summer than in the autumn. The difference between the high and the low levels of Gravelly Lake sometimes reaches twelve feet. The rise and fall of Steilacoom Lake is only about three feet, according to James R. Thompson, who long has observed it, and its level is supposed to be controlled by Clover Creek. That stream, rising in springs, is believed to be under the influence of the vast underground flow of water through the bed of gravel that lies between the melting snows of Mount Tacoma and the Sound, though its conduct at times is not in consonance with that theory. Gravelly and American lakes are believed to be fed by the same underground flow. No one has discovered any indication of either inflow or outflow in Gravelly Lake. The lakes usually are highest at about June 1 and lowest in October and November. They afford a field for wide study, no doubt with interesting results. Henry Sicade says the Indian name of Gravelly Lake was "Cook-al-chy," meaning pond lily. Steilacoom was called "Wy-at-chew," meaning deceitful.

## CHAPTER IV

JUDSONS AND DE LINS FRIGHTENED AWAY FROM HOMES—SETTLERS TAKE REFUGE AT STEILACOOM FROM INDIANS—THE OLD STOCKADE — SINGING INDIANS THROW WHITES IN PANIC — FIRST SCHOOL IN PIERCE COUNTY—TREATY WITH INDIANS AT MEDICINE CREEK—CAUSES OF THE INDIAN WAR—CHARLIE SALITAT, AN INDIAN, SAVES WHITES—FREEMAN W. BROWN TELLS OF KANASKET'S DEATH—CHIEF LESCHI'S SURRENDER—ASSASSINATION OF QUIEMUTH IN GOVERNOR STEVEN'S OFFICE AS DESCRIBED BY JAMES LONGMIRE.

One day Stephen Judson, then a youth of about nineteen, heard the Indians—twenty-five or thirty in number—in pow-wow about “Shillawilton’s” cabin, and he ran down to see what it was all about. He found the Indians much excited. Several speeches were made. Strange faces were there. The young friends with whom he had hunted and played shunned him. A dance began. He asked several to tell him the meaning of the unusual exercises. He was ignored. The dance grew wilder. “Scar-faced Charley,” as he swung around the circle with the dancers, moved close enough to young Judson to give him a warning:

“Klat-a-wa! Klat-a-wa!”

In the Chinook dialect that means “Go hence! Get out!” and young Judson lost no moments in obeying the Indian’s injunction. He hastened home, told his parents that trouble impended, and at once preparations were made to depart.

Loading their belongings on a scow they and the De Lins started in the night for Steilacoom in a pouring rain. This was late in October, 1855.

They slowly sailed with the tide, helping a little with poles and oars. About 10 o’clock they reached Swan and Riley’s fish-

ing camp, where they remained until morning when they proceeded to Steilacoom, which, guarded by Fort Steilacoom, on the hill above, fared safe and comparatively undisturbed by the warfare that followed.

The next night Peter Judson and his son, Stephen, came from Steilacoom, crept through the timber almost into the midst of a pow-wow which the Indians were holding on the Reservation and recovered their three yoke of oxen, which the Indians had driven off. By walking all night they reached South Tacoma by daylight.

Later the De Lin family heard that "Shillawilton" had been saving some of the ammunition they had given him, to begin warfare on the whites and the "chief" himself had expected to kill his benefactors.

The Judsons never returned to Commencement Bay. They took up a claim on the Nisqually. Stephen became a notable figure in democratic politics. John Paul Judson became prominent as an attorney and served as territorial superintendent of schools.

The beginning of the Indian war and the development of Fort Steilacoom gave to the Town of Steilacoom a new importance. The guarantee of safety under the protection of the fort made the village an inviting haven and thither most of the settlers in all this section repaired. Ships of the United States navy frequently visited it, carrying supplies for the fort and transferring troops. Hostile Indians never approached the fort and, though they were seen at intervals on the bay and on the islands, they never attacked the Town of Steilacoom.

Steilacoom was the rendezvous of the white settlers through the Indian war. There was a stockade, about 70 by 100 feet, built about a five-room two story log house on the waterfront at the foot of what then was called Webber Street. When the Sherwood Bonney family reached Steilacoom in a chilling down-pour of rain in 1853, the family of the famous Rev. John F. DeVore occupied this house, and they took the travelers in. In this same log house, within the stockade, was born William P. Bonney, now secretary of the State Historical Society.

Sherwood Bonney and his large family lived in the house

throughout the Indian war. Mrs. O. C. Shorey, who was one of the Bonney children, tells how the children of Steilacoom were wont to keep their trinkets tied in handkerchiefs ready for quick removal and many of them had hiding places picked out beneath logs in the woods both for their belongings and themselves, in case the Indians should attack.

Lyman Bonney, who helped to build the stockade, recently wrote the following account of it:

"I am almost certain, but not quite sure, that the log house belonged to Balch & Webber, founders of the city of Steilacoom. I know they built a log warehouse on the beach not far from the John Chapman addition to the future great metropolis of the Northwest—as they thought.

"The log house referred to, as I remember, was about 42 by 22, with an entrance on the main avenue or street, with the back, or rear, facing the Sound.

"I well remember our first coming to town between there and the fort. We either overtook him, or he us, I could not say which. However, we fell in with our mutual friend, Rev. J. F. De Vore. As it was raining very hard at the time, Brother John F. kindly offered to share his home with us until such time as we could secure shelter elsewhere. As we all were cold and wet from an all day ox drive father drove up to the front door and unloaded the little plunder left after crossing the Plains the year before to Oregon, then to Puget Sound, arriving early in November.

"Had it not been for Brother De Vore's kind offer I don't know what we would have done, for there were no vacant houses at that time and very few occupied ones, as I remember the situation. In fact, at that early date of Steilacoom's history there were very few houses.

"The summer of '55, the Indians having taken the warpath, we, with many others, moved to the village for safety, and finding the old log house vacant moved into it. Soon after—I do not recall if it was weeks or months—a town meeting was called and plans were adopted for fortifying the old log house, and steps were taken to stockade the place, using split cedar logs about twelve feet long with the lower end stuck about two feet in the ground.

“This feature I remember very distinctly, as Brother Dave and I hauled, or helped to haul, the logs from the nearby woods. The stockade extended all around the building and was presumably 100 feet by 70 feet wide. The door was on the southeast corner. An old iron cannon was placed near the entrance and loaded with scrap iron and a few links of log chain, which gave it the tone of being charged with genuine shrapnel or grape and cannister. As I remember the formidable weapon when fired, the great danger was in the rear. The gun was never fired after being loaded, that I knew of, nor do I recall what ever became of it. Before the war it was used for firing salutes on special occasions.

“I think it was a 4-inch gun. I have my doubts as to its ever being charged with ball that size. Judging from the amount of cash in the Bonney family I am quite sure there wasn't enough in the town to have bought one ball.

“Port holes were placed at a convenient height three or four feet apart. The building stood opposite the old Phil. Keach residence, or between that and the Sound.”

Nearly everybody in Steilacoom slept within the stockade. Each family brought bedding which was spread about the five rooms—three upstairs and two down. There was scarcely room to step between bodies when all were in their beds. It now and then happened that one of the babies became frightened, the fright spread, and all cried, everybody was awakened, and the hubbub was great. Such an episode was regarded as a serious thing—it might attract the Indians. But the Indians never came, though Steilacoom had several good scares. One night Col. M. T. Simmons was approaching the village in a canoe rowed by several Indians. He, with the aim of assuring the residents that the mission of his red oarsmen was peaceful instructed them to sing as they rowed in. Instead of being accepted as he intended it, the citizens construed the Indian chant as a war song and there was a scramble for weapons on the part of the men while the women hastened to the stockade with their children.

In the log house within the Steilacoom stockade was taught the first school, with Mrs. Bonney as the teacher. In July, August and September of 1854, she conducted a school there. Her

own baby rolled about on a quilt spread on the floor while she led the youngsters of her neighbors through the alphabet. Miss Babb, sister of Mrs. DeVore, was the next teacher.

The Indian war west of the mountains had at least three causes. The fundamental cause was the grinding of civilization against the weaker walls of savagery. The treaty made with the Puyallups, Nisquallies, Steilacooms and others on the banks of Medicine Creek, which the Puyallups called "Squa-quid," and the Nisquallies, "She-nah-man," gave to nine tribes, numbering in all about 900 Indians, 4,000 acres of land. Lachalet, the Nisqually chief who had guided Doctor Tolmie to the mountain in 1833 and who was a firm friend of the whites, had been dead for some time. The tribe had refused to permit his sons to succeed to chiefship and it remained without a head until Gen. Isaac Stevens in 1854 made Leschi and Quiemuth, sometimes called "Two Party," the chiefs and it was they who met the governor and his party in December, 1854, to represent their tribe in the treaty negotiations.

Chief Squatahan and others represented the Puyallups, who, disappointed with the offering of land made to them, hung back, and it was not until Sinawah, known as "Tyee Dick," made an impetuous speech urging them to accept the treaty that they did so. The treaty gave them 1,280 acres to the eastward of the present site of the Tacoma smelter, as they understood it.

The Indians had until that time been restricted by no white man's fences. They had been permitted to do about as they pleased by the Hudson's Bay Company people with whom they lived in amity. Governor Stevens was a zealous public servant, intensive, restless and industrious, looking forward to the very rapid settlement of the Puget Sound country and fully expecting a transcontinental railroad to tie it to the east within four or five years.

While the council was in progress on Medicine Creek Leschi angrily tore up the paper which had been given to him appointing him as chief. He threw the scraps to the ground and stamped upon them. Both Leschi and Quiemuth afterward took up arms against the whites.

There was an unsatisfactory element involved in all con-

ferences of an important character between the Indians and the whites. An insuperable gulf existed between the characters of the races. The theory of land ownership as the whites understood it was not congenial to, if comprehended by, the Indian. But eliminating these points, there was the difficulty of perspicacious conversation. The negotiations at Medicine Creek were for the most part carried on in Chinook—a bastard tongue of some 300 words, and certainly it easily was possible, with a vocabulary so circumscribed, for one side or the other to misunderstand. Many of the Indians afterward said they had misunderstood the terms of the Medicine Creek treaty. It gave to them the excuse they desired as a defense for their warfare. Whatever part of negotiations were conducted in the Nisqually tongue had to travel the precarious path of translation. And the Indian interpreter, like the white, is a sinner of old.

It is somewhat far-fetched to present as one of the causes of the Indian war a watermelon from the patch at the Whitman mission, over in the Cayuse country east of the mountains. Yet no less an authority than Doctor Tolmie once suggested it. Of all the Indians in the Northwest the Cayuses are said to have been the most superstitious. They also were exceedingly suspicious. They had a mortal hatred of the "medicine man." To a greater or less degree this superstition and suspicion prevailed through all the tribes. Doctor Tolmie has described the dangers he faced because he was a medical practitioner and sometimes prescribed to ill Indians. Some of the Indian tribes followed the old Chinese custom of destroying the physician who did not cure.

In 1841 tartar emetic was injected into a number of watermelons at the Whitman mission in order to teach the Indians not to steal them. The Indians ate and were made ill. Ever after that the Cayuses regarded Doctor Whitman as a dangerous man, and the opinion was magnified when the Indians later learned how the melons had been prepared for them. It created a dangerous impression throughout the tribes east of the mountains and was one of the episodes that led to the Whitman massacre. And the Whitman massacre had a very definite connection with the Indian war. It is not probable that the Indians west of the mountains would have risen against the whites had they not been inflamed by the crafty chiefs from east of the range.

The Puyallup Indians never occupied the reservation designated in the treaty. It was an impossible expectation. The spot was crowded with heavy timber. There scarcely was an open acre for grazing or for a potato patch. The Indians loved "Ta-ha-do-wa," but only a few of them were ready to fight for it.

Rapidly the resentment of the Indians crystalized. Late in October, 1855, they committed the White River massacre. The settlers on the Tacoma peninsula probably heard the alarming news about the same time it was conveyed to those who lived on the Puyallup and Nisqually rivers. Ezra Meeker's "Pioneer Reminiscences of Puget Sound" says that at about 2 o'clock on the morning of October 29 a loud knock at the door alarmed his family, the members of which were Jacob R. Meeker, Oliver P. Meeker and himself. They were living just beyond the confines of what is now South Tacoma.

Charlie Salitat, (probably Sahletatl), a Puyallup Indian, riding a fleet pony, carried the warning to all of the settlers in this section. About eighty persons were living in the Puyallup Valley, but they were rather widely separated and their cabins were hid by the timber and underbrush, so that there was almost no communication among them. It was the belief of the settlers that the murderous Snoqualmies would carry their raid immediately into the valley and there was a wild and pathetic scramble toward Fort Steilacoom. There was haste to catch the horses and oxen, many of which had roamed for a distance in unfenced pastures. Wagons were loaded with bedding and provisions. Houses were nailed up. Some of the settlers, in their hysteric flight, took nothing and reached the fort without food or bedding, and exhausted. Others, more forehanded, drove with them all their stock and carried most of their household furnishings, which were meager at best, and with chicken coops tied on top of their loads. For two days the frightened pioneers trailed into the fort. Lieutenant Nugen, at Fort Steilacoom, detailed Captain Wallace's company to protect the campers, and wrote:

"I have nearly all the women and children in the country at the post and will of course protect them."

Some of the women in the settlements had been left alone

with their children, their husbands having joined the expedition of Captain Maloney across the mountains, bent upon chastising the Indians there. These women, brave souls they were, all reached the fort or some of the blockhouses, of which there were several, but it was a trying experience. Catching and harnessing horses, loading a wagon, caring for babies—sometimes several of them, for those pioneer families often were exceptionally large—was not a day dream.

A paragraph in Mr. Meeker's book thus picturesquely describes the conditions at Fort Steilacoom:

"A sorry mess this, of women and children crying; some brutes of men cursing and swearing; oxen and cows bellowing; sheep bleating; dogs howling; children lost from parents; wives from husbands; no order; in a word, the utmost disorder."

Lieutenant Nugen did the best he could for them. He arranged temporary quarters for his men and the women and children occupied the barracks where the hard floor furnished beds for the disconsolate refugees.

There was fighting a short distance east of Puyallup, at Connell's prairie and elsewhere. Blockhouses sprang up. The blockhouse nearest the Tacoma peninsula was the Edmund Croft log barn, which stood a short distance north of Parkland and a few yards west of the present street car tracks. A real estate agent converted it into firewood a few years ago. Only a clump of ferns now marks the spot.

A number of the soldiers who took part in the war have lived in Tacoma, and a few of them still are here. One of them is Freeman W. Brown, eighty-four years of age. He came to Grand Mound prairie in 1854 and was a school teacher when the war began. He joined the command of Capt. Gilmore Hays, fought in the all-night battle at Connell's prairie and with others was sent on a scouting expedition up to the Carbon River, where they surprised a band of about a dozen Indians living in grass huts. Several of the Indians ran and were killed, one of them being a chief. They brought three prisoners back to the camp on the Puyallup River. One of them seemed to have the smallpox.

On reaching camp the soldiers found in the pockets of one of the Indians, papers which seemed to indicate that they had been

implicated in the massacre on White River. One of the soldiers was James Brannan, whose kinsmen had been killed there. Immediately and with unanimity it was voted to stand the Indians in a row and shoot them, and this program was carried out without further ceremony. Mr. Brown says the Indians faced the rifles with stolidity and so sign of fear.

Mr. Brown was standing guard at the Puyallup camp when a number of Indians attempted a surprise. He saw them in the moonlight creeping over the brow of a hill and gave the alarm. At the first volley one of the Indians was wounded. Soldiers dragged him into camp, though he fought with the vigor of a madman. It was Kanasket, dangerous chief, and he died hating.

"It is Kanasket!" he said imperiously. He knew he was dying, but said he did not fear it; if he could, he would return to the battle and fight as long as he had breath. William Lane, Lieutenant Van Ogle, who built the "Van Ogle mansion" at South Sixth and E Streets, and now living in Orting, and James Longmire, discoverer of Longmire springs, contributed chapters to the Indian warfare.

Chief Leschi had surrendered to the military forces and was placed in the guardhouse at Fort Steilacoom. The federal soldiery had permitted him to believe that if he came in, he would be treated as a prisoner of war. His brother Quiemuth surrendered to Mr. Ogle and Mr. Longmire. Mr. Longmire's account of that affair and subsequent events says:

"Quiemuth and Leschi had separated; for what reason I never knew. The former grew tired of fighting and came to Ozha, a Frenchman, who lived on the Nisqually River, near the crossing of the Northern Pacific Railway bridge, and asked him to come and see me and learn if I would take him to Governor Stevens safely, as he wanted to surrender, and would risk his life with the Governor.

"I told Ozha to bring Quiemuth to me after dark, for if he were seen some one would surely kill him. I was glad he had surrendered, as he was the only chief left on our side of the river whom we feared; but I hardly knew why he came to me, unless he thought, as I was a friend of Governor Stevens, it would make his sentence lighter.

“It was early in the summer of 1856 when he came one night with Ozha into my house, unarmed, shook hands with me and my wife, as friendly as if he had not been fighting us and our friends for months and months, rendering life a burden to us. I got my horse, and taking Van Ogle, George Braile, Ozha and Betsy Edgar, a squaw and friend of Ozha’s, we started to Olympia, Quiemuth riding close to me, talking freely all the way, telling me if the Governor did not kill him he would show me where there was lots of gold, as he knew where it was.

“It was a gloomy ride that night through the rain, and when we reached Olympia, between 2 and 3 o’clock in the morning, we were wet, muddy and tired. I wakened Governor Stevens and told him I had Quiemuth, who wanted to see him. He got up and invited us in, then ordered luncheon, of which we partook heartily, as we were hungry as well as tired. Ozha, Van Ogle, and George Braile went to the stable with our horses, while I stayed with Quiemuth.

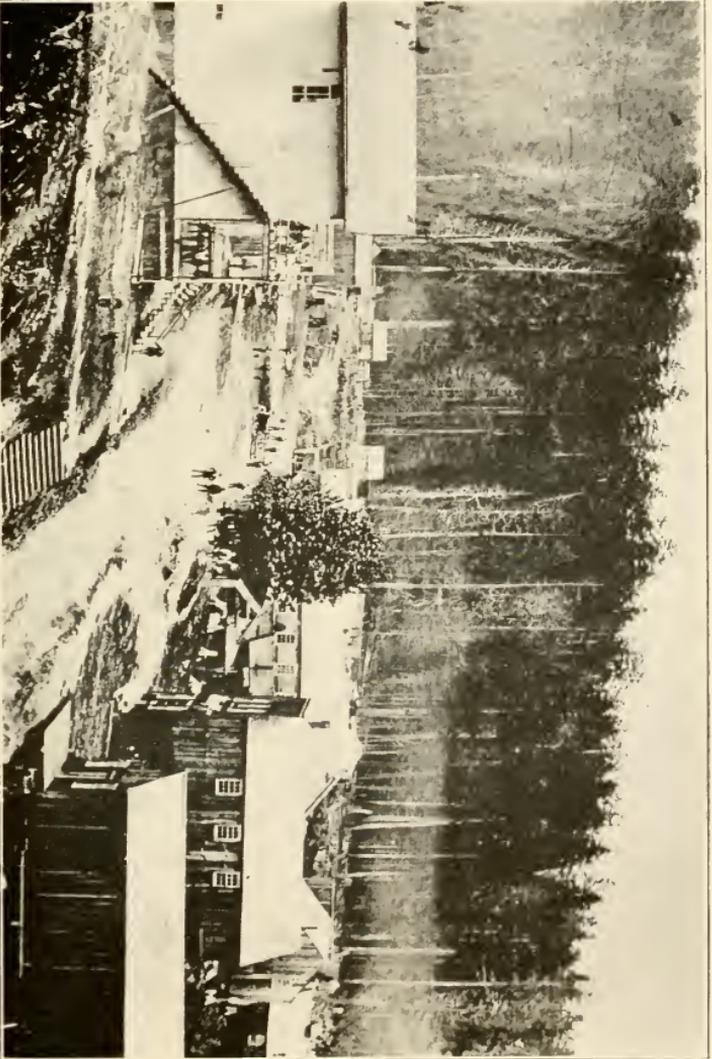
“The Governor handed our prisoner a pipe of tobacco, which he smoked a few minutes, telling me between puffs that he thought the Governor was a good man and would not hurt him—that he was a good ‘tillicum.’ The Governor offered me a bed, which I declined, as I was wet and muddy, and told him to give me some blankets and I would lie down by the fire in the office.

“Blankets were brought for me and Quiemuth, and we lay down, one on either side of the fireplace, I being next to the door. In the meantime news of the Chief’s surrender must have been circulated, although I had intended it should be kept secret.

“The Governor left lights burning in the office, bade us good night, and again retired, and I was soon in a deep sleep, from which I was aroused by a great noise, I hardly realizing what it was or what caused it. I sprang to my feet, and as I did so I heard the sound as of persons running out of the house, and the lights were out. I saw by the dim firelight a man fall and heard a groan, and, rushing to the falling man, I found it was Quiemuth, speechless and dying.

“At this moment Governor Stevens rushed in, saying, as he saw the dead Chief, ‘Who in the h—I has done this?’

“I replied, ‘I do not know.’



OLD TACOMA IN THE BEGINNING



“‘In my office, too!’ he added; ‘this is a club for General Wool.’

“General Wool had disapproved the policy of Governor Stevens, as well as that of Governor Curry, of Oregon, in the prosecution of the Indian war. Before the Governor reached the office I ran to the door, and by the dim morning light I saw eighteen or twenty men outside the door.

“Never in my long and intimate acquaintance with Governor Stevens did I ever see him so enraged as he was that night; and justly, too, it seems to me, for even after all these years it kindles my wrath when I think of the cowardly deed.

“It being nearly daylight, the body of Quiemuth was left on the carpeted floor of the office until the coroner’s inquest was had, which brought out the fact that Quiemuth had been shot with a pistol, the ball taking effect in the right arm and right side, which Doctor Willard, Sr., declared never could have killed any man; but a closer examination showed the Chief had been stabbed with a very fine blade, which had penetrated the heart, causing instant death.

“One Joe Bunton was arrested during the inquest, on suspicion. Elwood Evans, of Tacoma, then a young lawyer of Olympia, conducted the prosecution, B. F. Kendall the defense; the result being the acquittal of Bunton, though many believed him to be the guilty party.”

David Longmire, one of the sons of James, is a prosperous and well known citizen of Yakima County, and has spent much effort in investigating the Quiemuth killing, as well as other matters of history, and he is positive that Joe Bunton was the guilty man, and he says that the knife with which the Indian was stabbed is now in the custody of one of Bunton’s kinsmen in North Yakima.

## CHAPTER V

CONFLICT BETWEEN GENERAL WOOL AND GOVERNOR STEVENS ENDANGERS SETTLERS—MARTIAL LAW CLOSES COURT IN STEILACOOM — DOCTOR TOLMIE'S ACCOUNT OF CONFERENCE WITH LESCHI — LESCHI'S BETRAYAL AND HIS TRIAL — EXECUTION DELAYED BY TRICKERY, BUT HE FINALLY IS HANGED, NEAR STEILACOOM—WAS IT JUST?—WILLIAM LANE QUOTES SLUGAMUS KOQUILTON AS TO LESCHI'S GUILT—STRANGE DEATH OF TOO-A-PY-TI—PUYALLUP INDIANS GIVEN NEW RESERVATION—TOBASKET'S DIFFICULTIES IN RUNNING NEW BOUNDARIES.

From the beginning to the end of the Indian war there had been trouble between Major-General Wool, commander of the United States forces, Department of the Pacific, and Governor Stevens. Wool—old, bull-headed and probably ignorant of the needs of the situation—persistently refused to co-operate intelligently with the volunteer soldiers, who carried the burden of the war. The blame for this harmful absence of co-operation lay largely in the national capital. Both Governor Stevens and General Wool were in the federal employment.

Governor Stevens was charged with recklessness when he ordered his soldiery to remove to Fort Nisqually the foreign-born settlers on the Nisqually plains. Governor Stevens believed these, many of whom had married squaws, had been contributing aid and comfort to the warring Indians. These settlers were released and returned to their farms, but soon were rearrested and charged with treason. They were sent to Fort Steilacoom, there to be placed under guard by Colonel Casey, Governor Stevens instructing that: "Even if the evidence should fail to convict one or more of them, the peace of the country requires that those not convicted be kept in close confinement till the end of the war."

Attorneys Frank Clark and W. H. Wallace undertook to procure writs of habeas corpus on April 2, 1856. Governor Stevens immediately issued a proclamation declaring martial law. The prisoners remained in custody for some weeks, when Chief Justice Edmund Lander convened court in Steilacoom. He dispatched four deputies with capias, summoning every citizen more than sixteen years of age to court April 7. Colonel Shaw meantime had notified Governor Stevens, who replied:

“Enforce martial law.”

Judge Lander wrote to Governor Stevens warning him of the “imminent danger of collision” between the military and civil authorities, and the situation grew dangerously tense. When court opened on the seventh, about thirty citizens, armed and determined to uphold the civil authority, were in the court room.

Colonel Shaw marched into the room with about twenty volunteers. The thirty citizens had determined, after a conference, that if Colonel Shaw should give an order to clear the court room they immediately would attempt to shoot Shaw down.

In order to avoid bloodshed Judge Lander quietly surrendered and was taken away as a prisoner under Colonel Shaw, who removed him to Olympia. Court was to be opened by Judge Lander in Olympia on May 13th, and the governor, in order to stop it, also placed Thurston County under martial law. However, Judge Lander opened his court, and on May 15th he ordered Governor Stevens arrested for contempt. Mounted volunteers appeared and Judge Lander took refuge in the office of Elwood Evans, then and for many years afterward one of the territory's prominent attorneys and in the later years of his life a resident of Tacoma. The door was locked. Captain Bluford Miller kicked it in, arrested Judge Lander and sent him to Camp Montgomery, where he was “held in honorable custody” until the war on the Sound was practically over. Judge Lander opened his regular term of court in July. Governor Stevens appeared by counsel and was fined \$50 for contempt of court, but Governor Stevens immediately pardoned Governor Stevens. Meantime the foreign-born settlers had been discharged and returned to their farms.

Feeling ran very high. Elwood Evans made a vigorous

speech in front of the governor's office in Olympia, denouncing the governor as a "bandy-legged little tyrant." The governor was sitting in the window, laughing, as the fiery Evans denounced him.

Governor Stevens probably was justified in believing that some of the squawmen actually were giving aid to the fighting Indians, but history does not approve of his declaration of martial law, and the United States Secretary of State said that the President, "while having no doubt of the purity of his motives, disapproved of his action in proclaiming martial law."

Matters now rapidly led up to what has been called the "Tragedy of Leschi." Leschi had returned to his home on the Nisqually plains and in October, 1856, he sent word to Doctor Tolmie to meet him. Doctor Tolmie and Edward Huggins complied, and held a conference with the chief near Fort Nisqually. Doctor Tolmie wrote an account of this meeting a short time afterward in the following language:

"In the summer of 1856 Leschi, with the other chiefs, made peace with Colonel Wright, in command of the regulars in Yakima Valley, after which general pacification and, as the Indians phrased it, 'laying aside of guns and angry feelings,' they lived for some time in friendly intercourse with the soldiers. In the fall of '56 the Nisquallies returned home and were placed on a reservation much more to their liking than that originally fixed upon.

"In October Leschi came, and as I was the first white man he ventured to meet he desired me to acquaint the Americans that, if they needed that assurance, he would cut off his right hand in proof of his intention never to fight them again. He expressed his willingness to surrender to Colonel Casey, commanding at Fort Steilacoom, but that officer considered it most prudent that Leschi should for a time remain in the woods as prejudice ran high against him. Soon afterward, tempted by a large reward (this reward was fifty blankets offered by Adjutant-General James Tilton) Sluggia entrapped Leschi by treacherous promises of complete reconciliation with the Olympia White Chiefs, and he was soon after imprisoned on the charge which has led to his condemnation."

The betrayer, Sluggia, was Leschi's nephew. Some time afterward, Wa-hoo-lit, known as "Yelm Jim," met Sluggia, reviled him for his perfidy and raised his rifle. Sluggia covered his face with his blanket and awaited the fatal shot, which was not delayed. Sluggia reeled and rolled over the bluff not far from Leschi's grave. Governor Stevens insisted that Leschi should be tried for murder by the civil authorities, the specific case being the killing of Col. A. B. Moses.

November 17, 1856, Judge Chenoweth convened court in Steilacoom to hear the case. Among the jurors were William N. Kincaid, known as "Father Kincaid," Sherwood Bonney, father of William P. Bonney, Albert Balch of Steilacoom, and Ezra Meeker.

The case was hard fought. The military men assisted in Leschi's defense. At last all the testimony was in, the court room was cleared and the jury began its deliberations.

Hour after hour the balloting stood eight to four—eight for conviction and four for acquittal. At length the jury reported that it could not agree, but it was sent back with instructions to return a verdict. It was, however, unable to do so. Kincaid and Meeker steadfastly stood for acquittal. The jury was discharged, and Leschi was returned to Fort Steilacoom for safekeeping.

The question at issue seemed to be whether or not Leschi, as an Indian soldier, should be convicted for acts which among white soldiers would be regarded as acts of war. The court instructed the jury that if the killing of Moses was an act of war, Leschi was not guilty of murder.

There is a question whether or not Leschi was in the immediate neighborhood of the place where Moses was killed. Yet his activity in the war is not doubted. He visited the tribes east and west of the mountains urging them to make war, and his abilities as an orator made him an influential man. Snowden's History of Washington says of him:

"He did not fail to picture to their imaginations that 'Polakly Illabe,' the land of darkness where no rays from the sun ever penetrated; where there was torture and death for all the races of Indians; where the sting of an insect killed like the stroke of

a spear, and the streams were foul and muddy, so that no living thing could drink of the waters.

“This was the place to which the white man intended to banish them when they should be strong enough and he called upon them to resist like braves so terrible a fate. The white men were but a handful now. They could all be killed at once and then others would fear to come. But if there was no war they would grow strong and many and soon put all the Indians where torture awaited them.”

However, the Indians themselves then and since have held Leschi in high esteem as a loyal, strong man who was battling for the rights of his people. His name is venerated among them all, and he was admired by many of the whites.

Leschi's next trial began March 18, 1857, in Olympia, with Judge Lander on the bench. This time the jury found Leschi guilty, with death as the penalty. Application for a new trial was overruled, and renewed efforts were made to save the Indian's life. Lieutenant Kautz prepared a map designed to show the impossibility of Leschi's commission of the crime, but the court refused to admit it. Leschi was sentenced to be hanged on June 10. The case was carried to the supreme court, where it was not reached for nine months. The court upheld the jury's verdict and December 18, 1857, Leschi again was brought in for sentence. George H. Himes, now secretary of the Oregon Historical Society, and one of the most industrious gatherers of historical data on the coast, has left us Leschi's remarks on that occasion. The Indian said:

“I do not see that there is any use of saying anything. My attorney has said all he could for me.

“I do not know anything about your laws. I have supposed that the killing of armed men in war time was not murder; if it was, the soldiers who killed Indians are guilty of murder, too. The Indians did not keep in order like the soldiers and therefore could not fight in bodies like them, but had to resort to ambush and seek the cover of the trees, logs and everything that would hide them from the bullets. This was their mode of fighting and they knew no other.

“Doctor Tolmie and Quatlith, the red-headed chief, warned



Peter Ranquist's old blacksmith shop



Balch & Webber's store, the first in Pierce County. Torn down about 1905



Old courthouse, still standing. Here the famous Leschi was tried



First brick building in the Northwest  
HISTORIC BUILDINGS IN STELLACOOM



me against allowing my anger to get the best of my good sense, as I could not gain anything by going to war with the United States, but would be beaten and humbled and would have to hide like a wild beast in the end. I did not take this good advice, but nursed my anger until it became a furious passion which led me like a false Ta-man-u-ous.

"I went to war because I believed that the Indians had been wronged by the white men, and did everything in my power to beat the Boston soldiers but for lack of numbers, supplies and ammunition I have failed.

"I deny that I had any part in the killing of Miles and Moses. I heard that a company of soldiers were coming out of Steilacoom and determined to lay in ambush for them; but did not expect to catch anyone coming from the other way. I did not see Miles or Moses before or after they were dead, but was told by the Indians that they had been killed. As God sees me this is the truth."

Leschi then made the sign of the cross and said in his own Nisqually tongue:

"Ta-te mono, Ta-te lem-mas, Ta-te ha-le-hach, tu-ul-li-assist-ah."

This, interpreted, meant:

"This is the Father, this is the Son, this is the Holy Ghost; these are all one, and the same. Amen."

"Quatlith, the red-headed chief," was the Indian name for Colonel Shaw.

After the court had heard the prisoner's statement the date of execution was fixed for January 22, 1858. Efforts at once were begun to procure from Governor McMullen, who had succeeded Stevens, a pardon for the convicted Indian. Doctor Tolmie, the army officers and several Hudson's Bay Company people made strong appeals for him. Doctor Tolmie described his acquaintance with the prisoner for more than twenty years. Colonel Casey begged the governor for a respite, and other army officers joined in the attempt to save the Indian's life by presenting maps and testimony designed to prove that he could not have committed the crime alleged.

These efforts all failed, yet Leschi did not hang on the day set. Just before the time for the execution Lieutenant McKib-

ben, who had been appointed a special deputy for the purpose, arrested the sheriff, George Williams, on a warrant issued by United States Commissioner J. M. Batchelor. The sheriff was charged with selling whiskey to Indians. The deputy sheriff, who had been designated as Leschi's executioner, also was arrested on the same charge. The contriver of this plot was Frank Clark, the Steilacoom lawyer who figures again and again in the highlights of local history.

The defeat of the law's plan caused vigorous mass meetings to be held both in Olympia and Steilacoom, at which Clark, Williams and Batchelor as well as Lieutenant McKibben and Colonel Casey were severely denounced. The settlers, generally, wanted Leschi's blood.

The Legislature, then convening, passed an act ordering the judges of the Supreme Court to hold a special session on the first Thursday in February to pass upon Leschi's case. This session was held and the prisoner ordered resented. He was resented, the date being set for February 19th. William Mitchell, still living in Olympia at the age of eighty-two, then deputy sheriff of Thurston County, was designated as executioner.

On the day appointed Colonel Casey delivered Leschi to Mitchell and he was removed under guard to a spot on the "prairie" about a mile east of Fort Steilacoom. There, in the pit of a natural amphitheater a rough scaffold had been built. Two six-by-six timbers fifteen or twenty feet long were set in the ground about five feet apart, joined at the top by a beam. About six feet from the ground a platform was built between the posts. Nearly three hundred persons had gathered to see the now-famous chief executed. The editor of the *Pioneer and Democrat* in describing the execution said:

"Arriving at the place of execution we found the gallows erected in a low gulch in the prairie. Here the unhappy man was assisted in dismounting and immediately led to the scaffold.

"At the foot of the ladder, looking up to the rope which was suspended, with its sliding noose, he hesitated for a moment; but instantly collecting himself, he ascended with a firm step, as if he desired to show the white man how fearlessly an Indian can meet death.

“The prisoner evincing no desire to speak or make confession, his arms were secured behind him, when, perceiving life was drawing to a close, he bowed himself to the spectators, and for the space of some ten or fifteen minutes engaged in fervent prayer; said (in the jargon of the country) that he ‘would soon meet his Maker; that he had made his peace with God, and desired to live no longer; that he bore malice to no one save one man and upon whom he evoked the vengeance of heaven.’”

“Having concluded, the rope was adjusted, the cap drawn over his eyes, and at thirty-five minutes after eleven the drop fell, and Leschi, the brave in battle, was launched into eternity without having moved a muscle to indicate fear of death (by hanging) so dreadful to an Indian. He made no disclosures whatever, and proved as true as the needle to the pole to his confederates.”

The law at last was satisfied. Governor Stevens, who had unremittingly pursued Leschi, had left the state as a delegate to Congress, but before that, in 1856, he had met the Indians on Fox Island and had made new treaties with them giving to the Puyallups 18,000 acres of land in the Puyallup Valley instead of the 1,204 acres on the Tacoma peninsula which they never had used. The Nisquallies were given a very much greater area than the preceding treaty provided, and land of a more suitable character.

Leschi was the victim to some extent of the feud spirit. His case had become something of a political issue, and impassioned denunciation of his misdeeds had clothed him with a depravity greater perhaps than he deserved. Before the outbreak of the Indian war he performed many deeds showing a friendly spirit toward the whites. He furnished horses for opening the Naches Pass road and himself carried food to the workers there, his friends have declared. The officers at Fort Steilacoom, where he was confined, found him to be a pleasant, intelligent man, not of a blood-thirsty disposition. It has been recounted how they attempted to save his life by presenting to the court maps showing that it was impossible for him to have killed Moses and Miles, and they insisted that, had he done so, he did not deserve hanging any more than a white soldier should have been hanged for killing Indians.

There enters into the case the question of whether or not he signed the Medicine Creek treaty. It is known that he was very angry on the treaty grounds, and declared that he would not sign. But his name appears third, his elder brother's (Quiemuth) being first. Jerry Meeker, who some years ago acted as interpreter for Ezra Meeker when the latter was preparing to write his "Pioneer Reminiscences," a large part of which is occupied with a partisan defense of Leschi, is an important witness now for Leschi, owing to his knowledge of Indians and their ways and his years of acquaintance with Indians who were on the treaty grounds. Jerry Meeker's father was Sky-uck, an industrious and honest Indian who for years was employed on the Ezra Meeker ranch. From this long employment his children gained the name of Meeker. Jerry is by no means a defender of Leschi, and criticises some of his acts sharply. Yet he does not believe that Leschi signed the treaty. If this be true then it is evident that some one signed Leschi's name, an act which Governor Stevens never for one moment would have allowed had he been aware of it. That Indians are wont to forget having signed public documents is a fact often mentioned by public officials, and it must be considered in this case.

A new and interesting light lately has been thrown upon the case by William Lane, who, as a boy, attended the treaty negotiations at Medicine Creek, afterward fought the Indians in the command of Col. William H. Wallace, enduring many hardships, and now lives in Tacoma. Of the treaty-making he insists that many of the stories of Indian opposition to the proposals of Governor Stevens are fictitious; he says "Old Mike" Simmons, the interpreter, was exceedingly particular in placing before the Indians the exact facts and of procuring their approbation without coercion or misrepresentation.

Now, as to the guilt of Leschi: After the war Koquilton, an Indian, lived on the Lane claim, he having asked for and been given the right to do so by the Lanes who rebuilt their house, which the Indians had burned, and returned to farming. One of Koquilton's sons was Slugamus, known now as Slugamus Koquilton, and well identified with northwestern history. About four years ago Mr. Lane and W. H. Gilstrap, after having made

many attempts, persuaded Slugamus to tell them what he knew about the movements of Leschi in the Indian war. Mr. Lane says Slugamus described in detail how Leschi sent Kanasket out among the settlers to reassure them of safety, and how, a day or so later, the trap being set, Leschi and about four hundred Klickitats went into the valley killing and burning.

Too-a-py-ti, brother of Slugamus, was said to have been the Indian who killed James McAllister at Connell's prairie, and in April, 1859, he was indicted, and a posse consisting of McAllister's son George, his son-in-law, Bunton, who had killed Chief Quiemuth in Olympia, Jim Riley, Hubbard and others, guided by an Indian, Wash, went to arrest him—certainly a precarious crew, under all the circumstances, to entrust with justice to that Indian. The posse apparently did not attempt to arrest Too-a-py-ti, but shot him in the back without excuse, then hastened back to Steilacoom. William Lane and his father went to the Indian's place immediately after the shooting, and William Lane, who had had information to the effect that it was Too-a-py-ti who had shot McAllister, then and there procured a confession from the Indian, though he declared he had been coerced into firing the shot. He said that he and about forty other Indians in command of Leschi were lying in wait when McAllister approached. Leschi ordered Too-a-py-ti to shoot. Too-a-py-ti refused, saying McAllister was his friend. Leschi, too, claimed him as a friend and told Too-a-py-ti that unless he shot McAllister, he, Leschi, would shoot Too-a-py-ti. The Indian then fired, wounding McAllister. He insisted to Lane that the Klickitats then rushed up and dispatched the man, though he probably would have died anyway. In a conversation about the matter the next day Too-a-py-ti, who was quite repentant, asked Lane how long he thought his life would be spared. Lane told him that his wound wouldn't kill him; he had consulted the white man's Tyee, and had learned that Too-a-py-ti would live three years, no more. Three years from that time Too-a-py-ti visited Lane and begged to know if the Tyee's mandate was inexorable—if there was no respite for him. Lane told him he had sinned greatly; that the Tyee was sorely displeased with him, and that he must die. Too-a-py-ti at once made preparations for the end.

He refused to eat; sat by his smudge day after day, wasting away, and in the course of a week or so departed this life, a victim of the power of suggestion. The potency of the white man's Tyee was deeply impressed upon the Indians, and they believed that Too-a-py-ti had paid a just debt.

The wanton shooting of this Indian by the Riley party aroused much severe criticism. Daniel E. Lane sent a vigorous letter to the Steilacoom paper, which printed it, and in a long editorial sharply berated the posse, and condemned the spirit of revenge which settlers were showing against the Indians. Daniel Lane and his family had come to the territory from LaPorte, Ind., in 1853, with the Longmire party traversing the harrowing Naches Pass. In 1854 they undertook farming on the prairie, and they produced there a patch of Dent corn which, William Lane says, was as fine as any that ever grew out of the best of Mississippi Valley soil. The stalks were thirteen feet in height. The seed of this corn was destroyed in the Indian war. The Lanes settled at the forks of the river near Orting, and there still stands there an old cedar stump with the name of his father, Daniel E., carved in it, marking a corner of the donation claim.

Among the interesting figures in the war was Chief Stehi, who lost his life on the firing line. He was a dignified man, proud of his blood, and much disturbed by the tendency of some of the young men to adopt the ways of the white men. On one occasion a young Indian who believed his race should build better houses and ape the customs of civilization, called on Stehi to remonstrate with him on account of his way of living. The Chief heard him through, then rising, he said with fierce scorn:

"You, who are neither a white man nor an Indian, come here to tell me, Chief Stehi, how I should live!"

After the Indian war Governor Stevens told the Puyallups and other Indians that they might choose whatever lands they fancied, and Chief Squatahan of the Puyallups made a rather extreme demand embracing the northern part of the Nisqually Plains, a large part of the Puyallup Valley extending almost to Alderton, then northward to the Sound, and westward by such lines that the dominion would cover all of the Point Defiance peninsula. Governor Stevens thought him rather greedy, but he

made a show of compliance, and informed Squatahan that he would have to furnish a guide to show the surveyors the boundary lines.

Squatahan sent Tobasket, with careful instructions. They started from about Fern Hill, eastward, and at once the surveyors began pressing Tobasket to the northward, and they struck the Puyallup River far below the point Squatahan had designated. The surveyors then instructed Tobasket to swim the river and they would pick up the line on the other side where he landed. The current was swift and Tobasket landed some distance below. That made a noticeable jog in the boundary line. Having crossed, the surveyors gently urged Tobasket westward and by the time the Sound had been reached Squatahan's territorial dreams again had been decimated by many rods, for they came out at about Brown's point, instead of at Redondo. Tobasket, still followed by ill-fortune, then made an error in directing the surveyors' canoe, and instead of striking Point Defiance, they landed not far from where the Tacoma Hotel stands; and went southward along the beach. Thus it happened that in the choice of lands by the Puyallups, the present site of Tacoma was omitted. Otherwise there could have been no Tacoma here.

## CHAPTER VI

1857—LIEUTENANT KAUTZ ATTEMPTS ASCENT OF MOUNT TACOMA, GUIDED BY WAH-POW-E-TY—AN AMUSING “NATURE FAKE”—KAUTZ FAILS TO REACH SUMMIT—INDIAN BECOMES BLINDED—PARTY RETURNS TO STEILACOOM EXHAUSTED AND IN RAGS—KAUTZ NEVER FULLY RECOVERS.

In July, 1857, Lieutenant Kautz undertook the ascent of Mount Tacoma—Rainier. A short account of the expedition was published in the Washington Republican, of Steilacoom, July 24. This account said, in part:

“Some two weeks ago an expedition to ascertain the practicability of ascending Mount Rainier, was organized by Lieut. A. V. Kautz, U. S. A. Dr. R. O. Craig, U. S. A., joined the party at the last moment, which consisted, besides the above mentioned gentlemen, of four enlisted men from Fort Steilacoom and an Indian named Wah-pow-e-ty, who had once been across from the Cowlitz River down the Nisqually when a boy. The party started on the 8th instant with ten days’ supplies from Fort Steilacoom, taking horses as far as the Mishell prairie, a distance of about forty miles. From thence, with six days’ provisions, consisting of dried meat and hard bread and a blanket on their backs, they proceeded across the mountains between the Mishell and Nisqually for five days up the river, traveling on bars wherever possible but a greater part of the way through the dense undergrowth of the bottom, from where the Nisqually emerges from an immense glacier.

“The sixth day they started up the mountain but the weather was very bad. They soon were enveloped in a storm of hail, snow and mist; and unable to see their course they sought a camp, at an elevation of 7,000 feet above the sea.

“The next morning, the 16th, it stopped snowing about 8 o'clock and they commenced the ascent. The party now consisted of Lieutenant Kautz, Doctor Craig, Privates Carroll, of Company A, Doge, of Company C, Fourth Infantry, and the Indian. About 4 o'clock, at an elevation of 10,000 feet Carroll and the Indian gave out and returned to camp. At an elevation of about twelve thousand feet Doge said he could go no farther. The Doctor was behind, but came up to that point afterwards. The crest of the mountain was now fairly turned and the ascent less steep. The nearest peak was still to attain, to make the observations that were contemplated. It was after 6 o'clock and the cold precluded all possibility of staying on the mountain all night, as ice was forming in their canteens. The wind was exceedingly strong and intensely cold. The party now found that they should have started earlier in the morning. They decided to return and try and make the desired observations the next day; but their late return and overexertion was too much for most of the party. The Indian had violent inflammation of the eyes and could not see; and they could not make a second ascent that day. They could not wait, as an examination of their stock of provisions showed about three crackers and a pound of dried meat to the man, to carry them over a tract of country that required six days, and the weather being unfavorable they decided to return, having at least demonstrated the practicability of ascending the mountain.”

The newspaper account goes on to tell what the travelers saw:

“Signs of deer and bear were plenty. The party killed but one deer. They saw numbers of mountain sheep, a small animal with long and shaggy black and whitish hair, with the appearance and attitude of a small dog, and the motion and feet of a sheep. They are exceedingly wild—burrow in the earth, and, at the least alarm make for their holes.”

There is no evidence that Lieutenant Kautz indulged in this ludicrous nature fake. Maybe it was the blinded Indian who talked to the editor. The idea of sheep burrowing in the ground was new to natural history, and very interesting, if true. Later it was shown that what the party thought were sheep were in

reality marmots, but the tracks they saw were the tracks of mountain sheep.

In after years General Kautz described his climb before the Tacoma Academy of Science. This was after the mountain top had been reached and the craters mapped. It was made plain then that though a fearless endeavor had been made he and his party failed to reach the nearest peak, and had they climbed that they still would not have been at the summit, which is Crater peak. They did not see either of the two craters.

The glory of being the first to wrest the secrets of the summit was left to be snatched by Stevens and Van Trump in 1870, but General Kautz gave Kautz glacier and Kautz creek to the nomenclature of the mountain, and the bravery and endurance which he and his men, and Wah-pow-e-ty, the Indian guide, displayed, entitled the lieutenant to the highest praise. It would be a fitting thing to name some point on the mountain after this Indian. When Lieutenant Kautz left Steilacoom, Leschi was in the guard house awaiting death, "and as I had," said General Kautz in after years, "greatly interested myself to save him from an unjust fate which I knew the white man would eventually be ashamed of, he volunteered the information that the valley of the Nisqually River was the best approach after getting above the falls. He had some little hope that I would take him as a guide, but finding that out of the question he suggested Wah-pow-e-ty, an old Indian of the Nisqually tribe, as knowing more about the Nisqually than any other member of his people." Wah-pow-e-ty was all fidelity, though fearful of the mountain. He became snowblind and suffered terribly. Lieutenant Kautz had to lead him part way back to Steilacoom, adding to the grievous hardships of the journey through the tangle of brush and heavy timber, with insufficient food, with clothing in rags, and all members of the party suffering from exhausting fatigue. Lieutenant Kautz himself never fully recovered.

## CHAPTER VII

LAFAYETTE BALCH THE PROMOTER OF STEILACOOM—COMING OF FAMOUS PREACHER DE VORE—STEILACOOM WIDE OPEN AND LAWLESS—ITS FIRST NEWSPAPER—THE “DASHAWAY SOCIETY”—STEILACOOM BUSIEST TOWN ON THE SOUND—GOLD RUSH TO FRASER RIVER—A BATTLE IN A CANYON—BALCH’S MISTAKE.

Steilacoom began as two towns January 23, 1851. Captain Lafayette Balch took a claim there and August 23 of the same year John B. Chapman took a claim about a mile away. But he did not show town-site symptoms for some time after that. Later on Balch’s town was known as Port Steilacoom, and Chapman’s as Steilacoom City, and afterward they became “Upper” and “Lower” Steilacoom. Balch & Webber founded a large business in lumber, piles, cordwood, furs, fish and hides. Their store was at Klickitat and Snoqualmoo streets. Balch paid eight cents a foot for piles and sold them in San Francisco for \$1 a foot. Abner Martin opened a hotel, and Philip Keach a store. Steilacoom soon became the most important town on Puget Sound, and in its early days it made history.

A famous Methodist preacher, Rev. J. F. DeVore reached Steilacoom in 1853. Born in Kentucky December 7, 1817, he had pioneered as a circuit rider in Illinois. He came West by way of New York and the Isthmus of Panama. He preached his first sermon in Steilacoom August 28, 1853, and the same day he formed a church society. October 29 of that year the first quarterly conference was held at his house and it reported a Sunday school of four teachers, twenty children and a library of forty volumes; and a church membership of seventeen. He had proceeded at once to the construction of a church, using as a nucleus moneys which he had brought from New York. The

passengers on the ship upon which he had come up the coast contributed to the fund, and the people of Steilacoom completed it. March 19, 1854, the new church, a structure of two stories, was dedicated. The cost of it was \$2,300. It was church, public hall and community center and the second school was conducted there. In 1859 the building was ceiled by W. R. and R. M. Downey, father and son. Among those who helped in the building of the church were, besides Mr. DeVore and the Downeys, O. H. White, William Van Buren and John Kraph, Sr. It was the first Protestant church north of the Columbia River. In after years W. R. Downey guarded with a rifle the old church bell, a delegation of Methodists from Fern Hill being determined to take it for their new church. Downey held the fort and saved the bell which now graces the handsome monument on the site of the old church.

Steilacoom, with its hundred inhabitants and perhaps 300 Indians, was not an earthly paradise in those days. The country was full of discharged soldiers and former Hudson's Bay Company employes. Some of these were desperadoes of a dangerous sort. Disreputable whites who had married squaws and had fallen almost to the level of savagery, also were a source of annoyance.

Nearly every merchant in the community sold liquors and there was no observance of Sunday as a day of rest by the business houses. Everything was "wide open." Gamblers were not disturbed. Street fights, drunken riots, burglaries, robberies and killings embroider Steilacoom's youthful history. Judge Lynch finally undertook the serious task of correcting some of the evils. The virtuous placidity of the Steilacoom we know today has been fifty years in the making. Moderns profess to find even in the word "Steilacoom" a reflection of the attributes of a sunny peacefulness and a benign habit; soft northern breezes and distant tinkling cowbells. But in other days "Steilacoom" was defined as a ribald frontier town, mad as any mining camp, devilish and unregenerate.

When the jail was completed in 1859 the jailer held dances in it and a writer of the time complained that the jailer "plays the fiddle while squaws and their shameless white companions dance on the Sabbath, during church service." Almost nightly for a while it was the scene of revels unspeakable.



THE FIRST CHURCH IN NEW TACOMA

The first church building in New Tacoma was erected by the Methodists in 1878 at South C and Seventh streets, with the assistance of members of all denominations, and was used for some time as a community church. The Methodist congregation was organized December 11, 1875. The first Methodist sermon in New Tacoma was delivered in a tent on the site of the old Congregational Church at St. Helens Avenue and South Eighth Street. Rev. Martin Judy was pastor when the First Methodist Episcopal Church was built. The church was enlarged in 1889. In later years it became Cornell Brothers' carpenter shop. It was razed a few years ago and the site is now occupied by a garage.



Flogging was resorted to in the hope of ridding the community of its disturbing vagabonds. Three were flogged in one day, then escorted well on their way toward Olympia.

Fort Steilacoom grew in importance, and the groggeries, as well as the legitimate establishments of the town below prospered by the monthly payroll. Payday usually was followed by a series of fights and robberies. It is not to the discredit of the army of the present day that a considerable number of the soldiers of that early time were men who had enlisted in order to escape punishment for crimes on the Atlantic seaboard. The citizens of Steilacoom referred to them sneeringly as the "bulwarks." There were serious cases of vandalism attributed to the soldiery. For example the home of Edmond Croft (near Parkland) was entered, everything turned topsy-turvy, cut and destroyed, even to the supply of butter which was wantonly strewn along the trail for some distance. Inasmuch as butter was then about \$1 a pound, this was of considerable consequence to the farmer.

In the late '50's eggs were \$1 a dozen and milk \$1 a gallon. Some of the other prices were: Fresh pork, 12½ cents; clear bacon, 30 cents; flour, \$7 a hundred; lamp oil, \$1 a gallon; ground coffee, 20 cents a pound; dried apples, 19 cents; sugar, 17 cents; vinegar, 50 cents; sawed fir, \$11@ \$12 the thousand.

Sugar was in great demand among the Indians, and they bought it freely when they had the money. Their specific devotion however, was to molasses, a black variety called "black strap" being their choice. On one occasion a Steilacoom store shipped in a large quantity of cheap molasses especially for the Indians. The dealer paid twenty-five cents a gallon for it and sold it for three times that amount. Many Indians were on hand to see it discharged from the ship and they watched every movement with longing eyes. And when the first barrel was tapped they swarmed around it with pails, baskets and hats. The news quickly went abroad, and for days there was an hegira of aborigines across the Nisqually plains, Indians traveling for long distances to get a share of the precious fluid. The supply was gone long before the last red patron called.

Several attempts had been made to put a newspaper on its feet, but none succeeded until Lafayette Balch persuaded

Charles Prosch to come up from California, and the Puget Sound Herald was started March 12, 1858, by G. W. Lee & Co., Prosch being the "Company." Lee, however, did not last long, Prosch ousting him on account of alleged pecuniary shortcomings. With Lee's departure there disappeared an important part of the printing press, but this was recovered from the bay, and the Herald proceeded. Prosch procured a great quantity of advertising, but most of it came from San Francisco, Teekalet and Olympia, with a goodly quantity from eastern concerns offering patent medicines, liquors, sewing machines, music and musical instruments. Steilacoom merchants, however, did their full share, patronizing their newspaper with a fine enthusiasm. Among the Steilacoom firms advertising in the Herald were Balch & Webber, J. R. Meeker & Sons, dealers in live stock, meats, provisions, general merchandise and stationery; Clarke Drew, jeweler; S. McCaw & Co., advertising among other things "adamantine candles," canned lobsters, oysters, fruits and saleratus; Charles Stewart, liveryman, offering "good saddle horses," and "a fine spring buggy for parties wishing to enjoy a pleasant ride through the country"; John Walker, liveryman; West & Co., blacksmiths—this firm composed of Miles J. West and Peter Runquist; Philip Keach, general merchandise; P. J. Moorey, wholesale and retail dry goods; Job M. Seaman, "jewelry and fancy store"; DeLin & Shorey, carpenters and cabinet makers of a high order who in later years removed to Seattle to carve by hand the historic pillars for the First State University Building. In 1859 the town had two dancing schools and a singing school. John McFarland was one of the dancing teachers, he having come to the community the year before with one Pickering. Pickering and McFarland played the violin and piano and were giving entertainments along the coast, advertising themselves as "two gentlemen from the Sandwich Islands." They came to Steilacoom to give an entertainment and McFarland returned later on to open a dancing school.

Some months later Sanburn & Huson opened a second school in Eagen's hall advertising to teach the waltz, schottish, polka, gallopade quadrille, "and a variety of contra dances among which are Fireman's Dance, Portland Fancy, Tempest, Dash Away Boys."

At about the same time a meeting was called in Wallace's Hall by J. K. McCall, Charles Eagen, James P. Stewart, O. C. Shorey, James J. Scott, W. F. Kennedy, G. Ford, A. P. DeLin and fifty-two others, the purpose being to form a Dash Away Society. This meeting was held and the organization was formed. The purpose of this organization was moral reform, but specifically to rescue the toppers, and within a few days fifty men had signed the pledge, among whom were some of the town's wretchedest devotees of Gambrinus. Immediately the saloons began advertising "Dashaway Drinks." The town at this time had but one church—DeVore's two story building and in this, several sects were holding services. Rev. G. M. Berry was minister at the fort where he held services in the morning and in the afternoon he ministered to the village. The Catholics were active and they had a good field as perhaps half of the soldiers at the fort were Catholics and a considerable number of the settlers on the plains also were adherents of that faith. March 6, 1858, the first steps were taken in the store of Philip Keach to form an organization which for a number of years was of great value to the community. This was the Steilacoom Library Association. March 13 these officers were elected: president, A. P. DeLin; vice president, E. A. Light; recording secretary, Frank S. Balch; corresponding secretary, O. P. Meeker; treasurer, A. F. Byrd; librarian, P. Keach; committee on lectures and debates, W. D. Van Buren, W. P. Byrd and O. H. White; committee on library, W. R. Downey, A. H. Woolery and Stephen Judson; executive committee, S. McCaw and E. M. Meeker. This association immediately invested \$300 in books and became a considerable center of culture and intellectual activities.

While Steilacoom was far removed from news centers and the ordinary amusements of civilized life, it was not by any means without its entertainments. The thrills of reported Indian uprisings, the quarrel over San Juan Island between England and the United States, squabbles between the settlers and the Hudson's Bay Company, the always interesting rumors of a trans-continental railroad, of which Steilacoom profoundly believed it would be the terminus, because it was so situated "that a railroad could not come down the Sound without passing it,"—all these

were convenient and deep questions for argument on every occasion. Then there was the coming and going of ships. Steilacoom was the busiest port on the Sound. In '58 and '59 there was a continuous incoming tide of travel.

An occasional horse race usually on Sunday, if it shocked the devout, probably pleased the majority. There is an account of the horse race between Charles Wren's sorrel colt, "Fair Rosamond" and Charley McDaniel's sorrel horse for \$200 a side at Thomas Dean's farm on the plains. McDaniel's horse won by two lengths, making a half mile in fifty-eight seconds. Three weeks later the same horses and an "Oregon Colt" owned by Sergeant Gordon at the fort ran a race which ended in a free-for-all fight and several persons were badly cut and battered. McDaniel and Wren are the same disreputable pair who frequently appear in Steilacoom history.

Among other entertainers were the Chapman family, singers, dancers, and black-face artists; the New Orleans serenaders, and occasional lecturers. One of the lecturers brought to Steilacoom was Ex-governor Isaac I. Stevens, who talked of his part in the Indian war and of his record as governor and in Congress. The Herald in reporting this lecture said: "A young man near the center of the church, with watery eyes, weak nerves, and a brick in his hat, at intervals would cry 'Hooray for Guvnur Stevens! He's the bold soldier boy!'" The people of Steilacoom tolerated a great many things like this. There seemed to be no way to curb the disturbers except by resort to summary proceedings and certainly the people showed great patience. The whole Sound country was stirred by the announcement of a grand ball by one of the communities. Dancing was of course the chief amusement in all the smaller places. The grandest grand ball of 1859 was given in Seattle. The advertisements announced that "the splendid steamer Julia" would carry passengers from Olympia, stopping for dinner at Milas Galliher's temperance hotel in Steilacoom. There was to be a great clam bake in Seattle preceding the dance. John H. Scranton, the owner of the Julia, advertised that "the Olympia Band of Music will discourse eloquent music during the excursion;" and Scranton promised that he would "endeavor to tote the weary load elegantly as usual." Many Steilacoom people joined this excursion and they had a joyous

time of it, though the clam bake failed as for some reason the Seattleites couldn't find the clams. Everybody danced until 2 o'clock in the morning then set sail for home, reaching Steilacoom at 6 A. M. There was not room enough on the boat for anyone to find a comfortable posture for sleeping and it was a weary but no doubt happy crowd that finally reached Olympia about 10 o'clock.

The event which gave Steilacoom its greatest impetus but from which it failed to pluck a golden opportunity due to a mistake in judgment by its best friend was the Fraser River gold rush in 1858. March 21 of that year the Wild Pigeon brought to Steilacoom the information that gold had been found. The news spread like wild fire and soon mills and mines had to suspend operations for lack of workers, crews abandoned their ships, soldiers deserted military posts. San Francisco sent shipload after shipload of argonauts to Whatcom which was the overland starting point for the Fraser River diggings. The announcement of the gold find was carried to San Francisco by the Puget Sound Herald, copies of which sold at remarkable prices down there.

About a dozen men from Steilacoom under the leadership of Samuel McCaw struck out for the diggings. Among them were Charles McDaniel, who, a short time afterward killed Charles Adams. Adams' correct name was Andrew Inkster and he is said to have been the man who discovered gold on the Fraser River. McDaniel demanded that Inkster pay a debt to McCaw. Inkster refused. "If you don't, I'll shoot you," declared McDaniel. "Shoot and be damned," retorted Inkster and McDaniel fired.

Friends of the dead man put a price on McDaniel's head and he fled the country. Samuel McCaw ran afoul of the Hudson's Bay Company which confiscated his provisions and merchandise valued at \$2,000. Burleigh Pierce, another member of the party, was shot in a fight with Indians August 17. His companions were so hard pressed that they retreated, leaving the wounded Pierce behind, but after they had proceeded down the Fraser River canyon a distance, Stephen Judson determined if possible to rescue him and spurred his companions to assist him. They recovered the wounded man and carried him in a gold rocker

down a terrible trail for three miles fighting every inch of the way. Judson and an English sailor acted as rear guards. Judson, after they had reached safety, then traveled ten miles after a doctor but his services were of no avail. Pierce died three days later. Judson returned home with a good team and \$800 but he had lost all of his provisions and about six months' time.

It soon became evident that what was called the Bellingham City trail to the gold diggings was impossible as a safe route, and efforts were made to reach the river by crossing the Cascades through Naches or Snoqualmie pass. This further attracted attention to Steilacoom which led in the movement. Steilacoom became a recognized point on the gold trail and many men were endeavoring to buy property there but Balch lost his judgment. Instead of selling and anchoring these men to his town he suddenly withdrew from the market his entire townsite. Had he pursued a reasonable course probably he could have sold all that he owned there at a fine profit and could have given to Steilacoom a vitality that would have saved it in after years.

However, Steilacoom did benefit to a large extent. In 1858 and 1859 the population more than quadrupled and the number of buildings trebled. In 1859 an amusing controversy arose over the quality of the carpenters in Steilacoom and one of them wrote to the Herald that he had taken a census of the adult males, finding that out of 150, forty-three professed to be carpenters, but, he averred, not eight of them were qualified. In that day the wedding poem vied with the obituary poem. The following notice appeared in Prosch's newspaper:

"Married—in Steilacoom on Tuesday evening, March 21, 1859, by Rev. Mr. Berry, Mr. Philip Keach and Miss Sarah Antoinette Martin, both of Steilacoom.

"Long may you live in wedded bliss,  
 A hundred years or more,  
 And may you have a million boys  
 And girls a hundred score;  
 And when you both shall come to die,  
 We hope you'll die together  
 And trust the day you're bu-ri-ed,  
 It won't be rainy weather."

## CHAPTER VIII

SOLDIERS FLOGGED, SHAVED AND DRUMMED OUT OF FORT STEILACOOM—BRADLEY'S CHASTISEMENT OF PESHNEKAI—A GHOST STORY—THE FIRST BREWERY—THOMAS CHAMBERS' MILL—LARGE WOOLEN FACTORY BUILT ON CHAMBERS' CREEK—MARION GUESS MAKES FIRST BRICK—STEILACOOM'S TROUBLE WITH A CHURCH BELL—BURNING OF COUNTY AUDITOR'S OFFICE—BACHELORS' CALL FOR WIVES BRINGS "MERCER BRIDES"—BLUE WING TRAGEDY—FIRST CELEBRATION OF JULY 4 IN STEILACOOM.

In order to prove Naches Pass available as a route to the mines a party was organized in Steilacoom under the leadership of George Parkinson and a train of thirty animals was started in charge of W. Coulter, J. B. Roberts, James Charlton, Frank Wilcox, Mr. Brock, W. Van Buren, J. Emery, Isaac Lemmon, Thomas Geer, Moses Ward, Mr. Fitzharris. Just how much this party accomplished is not on record but report came back from it saying that 1,400 miners were at work on the Wenatchee and Naches River. They were in imminent danger of Indian attack, but this excitement as well as the mining rush, soon died out. Meantime the miners on the Fraser were in hard straits. Meat had gone to \$2 a pound and flour to \$1.50 a pound. Some of the miners returned to Steilacoom almost starved, without hats or shoes and with their clothing in tatters. In a few months the whole gold movement flattened out, but still the Northwest had gained. Many of the miners took up farm lands and became valuable citizens. Among those who returned from the mines were soldiers who had deserted from Fort Steilacoom, and they were court martialed. Each was given forty-nine lashes on the bare back, his head was shaved and he was drummed out of the

army. As was said before, flogging was not an unusual punishment. The Indians quite often were whipped or beaten for their offenses. One day an Indian stole a pair of pants from McCaw & Rogers' store. McCaw captured him and clipped off his long hair, then kicked him the whole length of the store. But this was a matter which did not seem to arouse Indian resentment.

Mrs. Howard Carr, who before her marriage was Jane Bradley, daughter of an early settler, tells how when they were living above Sumner in 1861, her father's saw was stolen, and he suspected Peshnekai, a Klickitat. He ordered him to return it within two days, which was done, but it again was stolen. It was returned on demand and when it was stolen the third time Bradley decided to whip the Indian. He procured the assistance of a neighbor, Mr. Lemmon, to carry out the chastisement. When the Indian came in with the saw Bradley tied him to a post and gave him several lashes, while Lemmon stood guard with a gun. Then Lemmon whipped him while Bradley held the gun. Three Indians who had come with Peshnekai stood by and saw the knout applied. All of them, however, often visited the Bradleys after that and none of them was more friendly than Peshnekai himself.

Peshnekai afterward fell beneath the spell of a missionary, possibly Father Weston, who also was a blacksmith, and he hammered his pulpit with no less muscular energy than he hammered his anvil. The Indian became very religious and when he fell ill he begged his white friends to let him lie in a white man's graveyard. His wish was fulfilled. He was placed in a little cemetery on the Woolery place. Some time afterward John Welch was employed to survey and fence the cemetery. His lines led him to the necessity either of building a fence directly across Peshnekai's grave or of moving the Indian's bones. He built the fence. Some of his acquaintances told him he surely would be pestered by Peshnekai's ghost. One evening Welch, who was a bachelor and was living with the Gillam family, had spent the evening with friends and was on his way home. He had just passed the graveyard when he heard a noise as of a mysterious something following him. He struck viciously behind and his cane seemed to fall upon a bag of bones. He seemed

to hear the noise in front of him; he threshed about with his cane, each blow seeming to strike a skeleton. He ran, all the while fighting with his cane. He reached the Gillam house exhausted and fell on the porch breathless. Gillam went to the gate to reconnoiter. He found there Welch's cane and on the end of it still was fastened the remnants of a rattling pasteboard box.

In 1858 Steilacoom had no physician. Doctor Tolmie at Fort Nisqually and Doctor Webber at Steilacoom were both so busy with mercantile affairs that they devoted no time to their profession. Doctor Wirtz at Fort Steilacoom refused to practice among citizens. Hospital Steward Fitzgerald at the fort was advertising medicines for sale and sometimes was attempting a little surgery. Prosch's paper said when commenting on the need of a physician that "we have a population of over 800 souls exclusive of Indians." The cry had its effect. In September Dr. J. Ridgely came and opened a drug store. It is evident that modern ethics did not then prevail, for the good Doctor Ridgely brazenly offered for sale all of the patent medicines popular in that day.

In July of '58 an Indian known as "Goliath" was murdered. His body was terribly mutilated. A soldier who had been seen with the Indian and who, when captured wore bloody clothing and had in his pocket several coins which friends of the dead identified was arrested and taken to Olympia for trial. The testimony was circumstantial. Indian testimony was not taken. It seldom was. The soldier went free, but the Indians were so dissatisfied with the verdict and presented the matter to the soldiers at Fort Steilacoom with such disagreeable persistence that they raised and gave to the Indians \$100 "to pay for their murdered brother."

In August, 1858, Martin Schmiegl cleared the ground for the erection of a brewery—the first in the territory, and an event which, one may judge from the complimentary comment of the time, was accepted by the people of Steilacoom as an unusual recognition of the community's growing importance. Steilacoom and the Northwest had, up to that point, successfully weathered the growing pains of infancy without the comforting cheer of lager beer. Schmiegl's brewery was the first in the State of Wash-

ington and its amber product found a wide market. Some of the old residents who remember the introduction of this beverage are authority for the statement that there was a decrease in the amount of "hard licker" consumed, and less serious drunkenness as a result. Schmieg prospered and accumulated enough capital to warrant removal to a larger field, and he accordingly went to Seattle and built a plant. He sold his Steilacoom concern to John Locke, a tight-fisted man who seldom smiled and who had the reputation of miserliness. Several attempts were made to rob him and on one occasion he was reft of a tin kettle containing about \$600 in silver coin. Early in 1860 Joseph Butterfield, who had been employed by Schmieg, built a second brewery in Steilacoom, and later built another at Mukilteo which at that time seemed to give promise of becoming a metropolis. Butterfield did not make a great success in the business.

A few years after removing to Seattle Schmieg went to Germany, supposedly on a visit, but his employes and friends lost all trace of him. After several months August Mehlhorn, one of his employes, brought suit to recover his salary, and judgment was rendered against the brewery. Sheriff McGraw advertised the property for sale on two or three occasions, and each time Mehlhorn was the only person present at the hour for the sale, and finally McGraw practically compelled Mehlhorn to bid it in. Mehlhorn was chagrined and disgusted. He wanted cash—not a piece of Seattle real estate 120 feet square at First Avenue and Marion Street, with a brewery building on it. He tried again and again to sell it, offering it for a song, but nobody was willing even to sing and Mehlhorn's grouchiness over the matter became historic in Seattle. In after years Mehlhorn sold 80 feet for \$40,000, and later he and another man erected a substantial block on the remainder.

Thomas Chambers continued a prominent figure in the community affairs as mill owner and landed proprietor. His flour mill, which for many years served a wide territory, was a three-story structure, and it is well described in an advertisement which appeared many years later in the Steilacoom Express. This notice, printed March 6, 1873, read:

## "Steilacoom Bay Mill

"The grist mill of T. M. Chambers located about a half mile from Steilacoom, on one of the many romantic nooks of this beautiful bay, is one of the most substantial and best fitted out with all the latest improved machinery. The mill is three stories high, in good running order, has a drive wheel thirty-two feet in diameter, a capacity of ten bushels per hour, and abundance of water the year round. Vessels can come close into the mill to load or unload. The quality of flour turned out by this mill is universally acknowledged to be of the very best and is sold at \$5.50 per barrel. On this whole inland sea of the grand northwest there is not to be found a more desirable place for a drydock; nor anywhere else a better site for a sawmill, than here. Persons desiring to invest and make money have here a rare opportunity. Mr. Chambers offers to rent his mill to a practical miller or run it in partnership against capital and divide the profits. A circular saw could be put in successful operation, could be run by the same power and profitably employed. The site for a steam sawmill can be bought at reasonable rates and capital laid up for drydock purposes can here be invested with advantage. Men coming to the Sound with money to invest, or desiring to go into business, never had better chance than is here presented."

There still remain in the deep valley of Chamber's creek, some distance from high tide a few of the timbers of the old woolen mill—fragmentary monuments of a folly that cost many of the farmers dearly. Its promoter came into the country professing to have expert knowledge of woolen fabricating, and he persuaded the farmers and many of the business men to join him in a stock company, the aim of which was to turn the fleeces of the considerable herds on the Nisqually plains into a finished product. A building, 60x80 feet, and six stories in height, was built in the creek canyon in 1869. Expensive machinery was brought. Water was to be the motive power. But the wheels never turned. The machinery was removed to Dayton. The building crumbled away. It is the opinion of the old settlers who remember the ambitious adventure that the promoter entirely overlooked the question of transportation until he had the mill ready for operation.

Among the interesting advertisements appearing in Prosch's paper in October, 1858, was an announcement by Marion F. Guess that he had brick for sale. He was the first man in the territory to burn a kiln of bricks, and he found it unprofitable. Peter Judson likewise tried it but with indifferent success. Fir was much cheaper than brick and besides the sentiment of enduring construction had not yet imbued the young northwest. In 1859 McCaw and Rogers erected the first brick building in the territory, at Steilacoom, and the next brick structure was the jail there, which still stands, but which, for safety's sake, had to be lined with fir not long after it was completed, though it had 16-inch walls.

In the fall of 1858 a little boy, the son of Mrs. George N. McConaha, then living at the Judge Chambers home was thrown by a horse, dragged for some distance and terribly cut and bruised. A few days after that Mrs. McConaha herself narrowly escaped death when the Martin home in Steilacoom where she was visiting, burned in the night. Some months before this her little daughter had been burned to death. These misfortunes emphasized the tragic death of her husband in 1854. McConaha was on his way to take a boat for Seattle where he lived, when some of his fellow members of the legislature in Olympia pursued him and literally carried him back to "headquarters." He had been a drinking man but with manly resolution he had defeated the habit. It was the custom in the course of legislative assemblies in those days to hold frequent drinking bouts and on occasions even total abstainers were compelled to drink. McConaha was the victim of one of these exhilarating companies. The next day his canoe was upset off Brown's point and he and his two Indian paddlers were drowned, having been caught in a storm which they might have missed had McConaha been permitted to leave Olympia at the hour he intended.

Fate dealt harshly with Mrs. McConaha. By washing and sewing she managed to keep her family together and to retain two lots now occupied by the Alaska Block in Seattle, and which they sold, after years of struggle for \$20,000—a record price for the period. She had married Lewis V. Wychoff who in 1882 was sheriff of King County. At the time of the vigilance com-

mittee operations he did the best he knew to protect his prisoners, and the strain and excitement killed him. The son never recovered from the injuries received in the runaway and, though he made a brilliant beginning in the practice of law, his mind failed and he died about a dozen years ago.

The legislature of 1853-4 had given Steilacoom the right to incorporate whenever the citizens chose. In the summer of 1858 some of the citizens began a campaign for incorporation declaring that local self-government was imperative in order to suppress the rowdy element. As if to help the movement along a man was robbed a day or so after that of more than \$200 in the "Den of Thieves," a place kept by one Jerry Dennis, who, not content with one tactical error in his battle with the moral element permitted his resort to be the scene of a shameless and bloody brawl within the same week. A meeting was held in Musical Hall August 17 to discuss incorporation, and, the crowd favoring, an election was called at the home of E. A. Light August 21. But for some reason the election was not held and the question of incorporation was dropped.

Rev. George W. Sloan was conducting the public school that year, and the following year he was preparing to open an academy. In '59 Miss A. Veeder, of Port Townsend, was "in charge of the female department" of the school and she advertised that she would receive any kind of vegetables in exchange for board.

James P. Stewart was teaching the boys, and he tried the experiment of opening a night school. Rev. Mr. Sloan's congregation decided to build a \$2,000 Presbyterian Church, and the minister left for San Francisco to buy a bell and a melodeon. The community already had had some trouble with a church bell. When Balch & Webber's new brig W. D. Rice made her first trip to Steilacoom September 14, 1858, she brought for the DeVore church a 480-pound bell, the price of which was \$355. Six months later the bell was not yet paid for and the church people were warned that it would be returned to San Francisco on the next ship unless the bill was settled. The bill was paid, the bell was saved and it now adds historic interest to the monument standing where the old church formerly stood.

An event of 1859 was the burning of the county auditor's office with its store of valuable records, April 5. The origin of the fire was a mystery. About a year before, the building had been slightly damaged by fire late at night. E. R. Rogers and George Gallagher saved it from destruction. The second fire aroused much criticism of the auditor, Henry E. Bradley who was charged with neglect in not housing the public records in a safer place, and he was sharply attacked for other reasons. He retorted through the paper with considerable feeling. Then a mass meeting was called to discuss the formation of a volunteer fire department, interest in which receded as excitement over the fire diminished. The attack on Bradley likewise seems to have been dropped. It was said that the office had been robbed of \$400 and then set on fire. Bradley and a friend lodged in the building and they lost all of their personal belongings.

About this time the government let a contract to Philip Keach to cut a trail from Steilacoom to Bellingham Bay at a cost of \$93 a mile, and Robert Goodburn did the work under Keach's direction. This man Goodburn was a carpenter, miner and adventurer. Two years after this he, Lyman Bonney and others organized to cross the Naches pass and undertake mining on the Wenatchee. Reaching about the summit of the divide they returned their horses to Steilacoom and proceeded on foot. The rivers were so high they could not ford them and rafts had to be built. This work delayed them until their provisions ran alarmingly low, when they decided to strike for Wallula. They lost their way in the woods and for five days, practically without food they wandered, finally meeting a band of Indians at John Day Rapids who provided them with dried salmon and saved their lives.

There were now some 3,000 men in the territory, 2,000 of them unmarried, and the Puget Sound Herald was proclaiming the fact to the four winds and appealing to women within sound of its voice to come to Puget Sound and particularly to Steilacoom where the need seems to have been particularly urgent. Later on the bachelors organized and held several meetings to discuss ways and means of procuring the affectionate interests of eastern maids. Editor Prosch continued to hammer away on the subject, but no definite results came of it until Asa S.

Mercer, president of the territorial university, undertook to bring from the eastern states two cargoes of femininity. There are still living a few of the "Mercer brides."

A tragedy that excited Steilacoom and aroused throughout the northwest fear of another Indian uprising was the capture of the schooner *Blue Wing*, en route from Steilacoom to Port Townsend. Six persons were on board this vessel and all were murdered. At about the same time the buildings of a settler on McNeil's island were burned by Indian marauders, recalling the war period, when Leschi and other braves invaded this island, and took John Swan captive. The marauders were, however, not of the Nisqually nor Puyallup tribes, but came down from the North. The settlers were still bitter toward the Indians, and now and then the cry would be raised to drive them all out of the settlements. Some of the towns on the Sound did this, ousting the red men as summarily as the Chinese were ousted several years afterward. The tragedies of the Indian war had been kept fresh in the public mind, first by the long-delayed execution of Leschi, and afterward by the capture of Kitsap who, however, was acquitted, and later by the capture of Yelm Jim, who was convicted of the murder of William Nathan White. Yelm Jim was not punished, as two Indians came in and confessed that it was they who had killed White. Kitsap afterward was killed by his own people. East of the mountains Kitsap was known as "Sidaca."

It was in 1859 that the first notable Fourth of July celebration since the settling of the territory began was held at Fort Steilacoom, and these were fitting times for a show of patriotism, as the San Juan dispute was approaching its climax. The Northwest was thrilled and the country at large shocked when General Harney a short time later seized the island and armed antagonistic forces were in battle array there. A serious clash was prevented only by the employment of a timely and sensible finesse. July 4, 1859, the United States ship *Massachusetts* brought to Steilacoom General Harney and his staff, and they landed at 10 o'clock with martial ceremonies and went to the fort accompanied by many citizens. At 12 the booming of thirty-three guns thundered across the plains and the troops were paraded by

Colonel Casey. That afternoon the people of Steilacoom held suitable exercises in the DeVore Church, the Library Association being in charge of them. Frank S. Balch read the Declaration of Independence and Rev. George W. Sloan was the orator of the day.

The year afterward (1860) there was a still more elaborate celebration, a part of the exercises being the laying of the corner stone of the Masonic Hall, a building that has contributed richly to the history of this section. Another feature of the day was a barbecue among the trees just west of where the State Hospital now stands. Among those who participated prominently in that day's events were Major Hugh A. Goldsborough, Hon. Elwood Evans, Frank Clark, Colonel Casey, Rev. Daniel Kendig, chaplain at the fort, Major Haller and Dr. J. B. Webber, grand marshal. Doctor Webber was a resident of Steilacoom for many years and endeared himself to its citizens by his genial kindnesses.

## CHAPTER IX

PICTURESQUE "CAPTAIN" COLLINS AND HIS BATH HOUSE—STEILACOOM EXPECTS TO BE RAILROAD TERMINUS—FAMOUS OFFICERS AT THE FORT—LETTER POSTAGE 25 CENTS—VIGILANTES HANG INDIAN IN STEILACOOM—BYRD'S MURDERER ALSO VICTIM OF MOB LAW—BRICK JAIL LINED WITH FIR TO PROTECT PRISONERS—MOTHER JOSEPH, A CARPENTER, BUILDS ADDITION TO CATHOLIC SCHOOL—KILLING OF MC DANIEL AND GIBSON BY A MOB.

One of the characters most interesting to Steilacoom was "Captain" Daniel Collins, who came to the fort as a tailor for the soldiery, and who, after his term of enlistment expired, opened a shop in Steilacoom. He was a fine old Irish gentleman and a conspicuous judge of Maryland brandy. He could neither read nor write but he served as coroner for many years. On special occasions and especially when inspired by a cup or two, he was wont to don silk hat, swallow-tail coat and low vest, all with the gorgeous buttons of that early day, and go on parade. It is said the small boys used to tie bones and sticks to his coat-tails. He buried the bones in his garden, realizing their enriching value, and this gave rise to the belief that he had large sums of money buried about. Years afterward when E. R. Roberts was gardening the same plot he often was asked if he had found the "captain's" hidden coin.

In his official capacity Collins had Henry Bradley as his clerk. Bradley loved his joke and even his employer was fair game. One day Bradley reported the mysterious death of an Indian girl at Thomas Chambers' place, near the mouth of Chambers Creek, and "Captain" Collins, with becoming dignity, empanelled a jury of six, one of whom was Stephen Judson, and led the

way along the beach to the creek and to the Chambers home. Mrs. Chambers, gracious and hospitable, had had no intimation of a visit from eight men but she set out cider for them and it was sharp enough. All got into good spirits, Collins especially, and he kept repeating: "An' I'm a sayin' where's the corpse?" He was very angry when told the truth. Collins was particular to attend all funerals, and he always wore his great dress suit. He is said to have been the only person who went to the funeral of Bates, the man who was hanged by a mob for shooting Andrew Byrd.

"Capt." Collins also was the proprietor of the "Russian Chemical Steam Baths" in the late '50s, and he advertised them extensively as a "quick, certain and permanent cure for rheumatism, paralysis, typhus and typhoid fevers, jaundice \* \* \* stiff joints, etc., this proving the iniquity of medical practice. Also poison from oaks cured. Baths! by which the most wonderful and quickest cures are effected without a particle of nasty and poisonous medicine of any kind, and he makes very moderate charges, though he does not attempt to swindle any man into the idea that he does it all without pay!"

Just how elaborate Daniel's plant was is somewhat uncertain, though as Stephen Judson remembers it, Collins had but one tub and no plumbing. Water had to be dipped from a boiler into the tub. The impression is that Daniel, though professing scorn of medical practitioners himself resorted to fancy in advertising his baths. His spa probably owed its success to a drug which he introduced to the bath tub with an aroma that pleased the loggers who desired ablution. Collins bought considerable space in the Steilacoom paper month after month to spread the fame of his institution. He invited the ladies to "come with each other" and have the pink of youth renewed on their cheeks by the miracle of his wonderful water.

E. A. Light was postmaster. He also conducted a hotel called the "Light house." When he built his residence in Steilacoom in 1854 it was the largest dwelling house in the territory. He, with his wife and infant son, had crossed the plains in '53. He was one of the owners of the old Byrd gristmill at what is now Custer, his partners being Andrew and Preston Byrd.

Afterward he became United States commissioner, county surveyor, justice of the peace and county superintendent of schools and it is said that he never asked a man to vote for him.

Later Steilacoom was given its full share of hotels, three being opened in 1859. There were some rather queer combinations. J. J. and J. L. Westbrook opened a billiard saloon and livery barn combined, while the combination of J. F. Saunders was a restaurant and shoe store. E. A. Light opened a book and stationery establishment, and two stove and tinware stores were opened the same week, one by George Gallagher and the other by Rabbeson & Barnes.

Steilacoom was looking forward with confident expectancy to the coming of the transcontinental railroad, and was enjoying great prosperity. In her rough streets, in which the stumps still stood in numbers, and about her stores in those days were Kautz, Casey, Hunt, Picket, Buford, Howard, Reno and other officers, some of whom within a few years were to be elevated by the great Civil war to the very pinnacle of military glory.

An event that cast the community into sorrow was the sinking of the Northerner off Cape Mendocino January 5, 1860, two well known Steilacoom men, Oliver P. Meeker and Horace C. Perkins, being among the drowned. The business men of this section had to make rather frequent trips to San Francisco, and it was hazardous traveling. The vessels were not large and too often they were overcrowded. Not infrequently the sailing vessels beat about for days before being able to enter the straits and their passengers suffered terribly. Means of communication were seriously slow, even among the villages on the Sound, though they had improved over the conditions in 1853 when Moxlie in a canoe carried letters and papers between Olympia, Steilacoom and Seattle for twenty-five cents each. Philip Keach had his trials with the business later on when he, as bondsman for George Parkinson, had to take over the mail contract, Parkinson having sold his steamer Enterprise and left the country. Keach performed the service with the sloop Narcissa which sometimes arrived on time and oftener it did not.

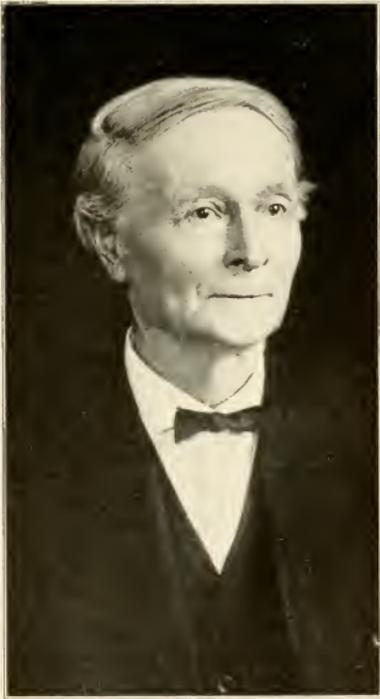
Traveling in the '50s was costly. The fare by sailing vessel to San Francisco was \$25. The fare by steamer from San Fran-

cisco to Olympia thus was distributed: From San Francisco to Portland, \$36; from Portland to Monticello by steamer, \$1.50; by stage from Monticello to Olympia, \$8; total, \$45.50. It was \$15.50 cheaper in the steerage. The time was six days.

An aid to communication was added when a regular stage line between Steilacoom and the Cowlitz landing was opened February 2, 1860, by Henry Winsor and J. D. Laman. This journey has been called "the worst in the world." The trail through the timber was just wide enough for the hubs to skin past the trees. Great roots were hid in the morass that was called a road. In slime belly deep, the weary horses dragged the careening vehicle through the gloom of the forest. A journey of a few miles exercised every muscle in the human body, and its jolts were known to have sprained seriously several backs and necks.

In the early '60s the officers at Fort Steilacoom had a Chinese cook who sometimes visited Steilacoom town, and paid his genial respects to the Indian shacks along the waterfront. One night he was murdered, about where the new Northern Pacific station now stands, and robbed of about \$50. A fourteen-year-old Indian girl revealed the murderer to the vigilance committee, and he was taken promptly to a carpenter shop for trial, Doctor Webber presiding, before a jury chosen on the spot. Stephen Judson was the interpreter. He asked the Indian if he had killed the man and why. The Indian admitted the crime and said he wanted the Chinaman's money. The hearing lasted only a few minutes and a verdict of death was returned by the jury without the formality of leaving the shop. It was decided to have another Chinaman, a friend of the dead man, as executioner, a commission which he accepted with smiling felicity. A long, heavy plank was run out over the bluff just back of the old Masonic hall. The land end was well weighted down with a log, and a few of the vigilantes stood upon it for its additional security. The wretched Indian stood on the outer end of the plank, rope about his neck, and the other end tied to the plank at his feet. When all was ready Doctor Webber said: "Now, boys, it's all understood that we have nothing to do with this—the Chinaman is doing it all."

The sign was given and the Chinaman pushed the murderer



MR. AND MRS. STEPHEN JUDSON



from the plank. Many Indians saw the execution from their shacks along the beach. The community regarded it as a much-needed lesson for them.

Shortly after this Stephen Judson, then scarcely more than a youth, was elected sheriff, and began an interesting political career. He was sheriff for seven years, was in the territorial legislature four terms and in the state legislature for two terms, was elected county treasurer in 1896 and served two terms, was a trustee of the State Hospital for the Insane several years, and for nearly fifty years served as a democratic wheelhorse in county and state politics. No convention large or small was complete without "Steve" Judson.

The brick jail at Steilacoom, then the best in the territory, was the catch-all for the worst of the Northwest's criminals and many a notorious thug passed through Judson's hands between '62 and '68. A few months after he took office, the vigilantes again assumed authority. A young man named Bates, supposed to be partly insane, shot and fatally wounded Andrew Byrd, a citizen of prominence and wide popularity. Bates imagined that Byrd had stolen his cow, and he seems to have had the same foolish suspicion of Doctor Spinning, a man of the highest character, as he said that he would have been satisfied had he been able to shoot Spinning also. Byrd died in about twenty-four hours.

Immediately a mob gathered and marched to the jail. Sheriff Judson was seized and removed to McCaw & Rogers' store, where he was kept under guard. Judson, however, had blocked the front door of the jail which, for safety's sake he had lined with boiler iron a short time before. The heavy door, five inches thick, was of oak. The mob assaulted it again and again with a long battering ram, but it refused to give. The assailants finally abandoned the ram and tore the brick wall from about the door casing. The murderer was dragged from his cell, and taken to an old barn that stood in block 28. The thirty-foot ram was hoisted to the loft, with the end protruding and from this the weak-minded Bates was hanged in his irons. No attempt was made to punish the members of the mob. In after years William D. Vaughn said he was the leader of the vigilantes on this occasion.

One of Byrd's enemies had told Bates that Byrd was the thief. The next morning Bates found the cow's head on his gate post. This inflamed him, and he started out on murder bent. It is now even better known than it then was that Byrd had nothing whatever to do with the theft. He and Bates were the victims of a deliberate lie, maliciously told.

The brick in the jail were made by Peter Judson, father of Stephen, and Stephen himself had hauled the last of them to the building. They were as good as could be made from the material at hand, but they were not good enough to withstand a mob. Accordingly Stephen lined the inner walls with fir planks two inches thick and twelve inches wide. These were laid flat, one upon another, spiked and cross spiked so that a saw could not penetrate. Thus the building was given an inner timber wall a foot in thickness. The spikes cost more than the lumber. He also planked the floor with 2x12 timbers set on edge, built a stockade of heavy ten-foot planks around the building and in other ways made defense against another mob.

Sheriff Judson, though small of stature, was strong and possessed of iron nerve. On one occasion every prisoner in the jail broke out except one, Johnny Devine, who wore a ball and chain, and who had been locked in the jail kitchen by the departing prisoners. Johnny, in revenge, hastened to notify Judson. Armed with nothing but a small iron ruler Judson went into the woods alone looking for the missing men, many of whom were unusually dangerous men. After several hours of search he caught them all, and while several had threatened him, none had attacked him. The jail, in those days, had six or eight steel-barred cells built up in the center of the building, and into these the miscreants were clapped to do penance.

A few insane prisoners were kept in the jail though most of them were sent to the Sisters of Charity in Vancouver. The Sisters had a contract with the state to care for the insane and they cared for them well for a number of years. A curious rule of the jails in those days was that prisoners should have no tobacco, coffee or tea. That was the territorial law.

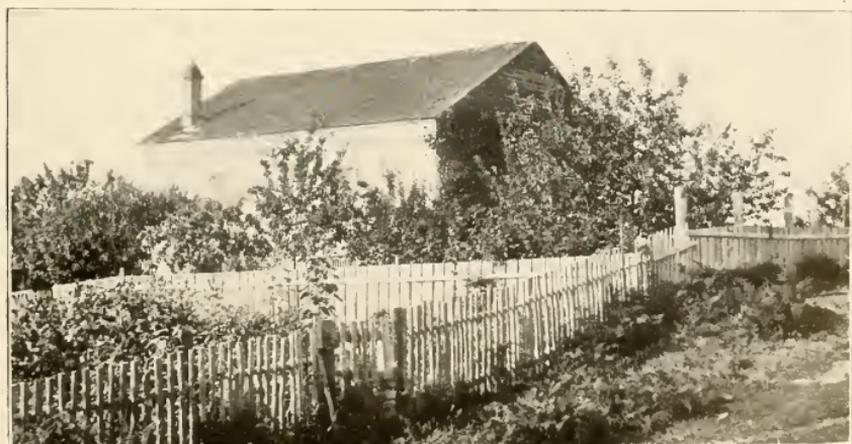
In 1868, in the little Catholic Church which had been hauled piecemeal from Fort Steilacoom, and set up in the town, Stephen



OLD CONVENT AT STEILACOOM  
The "L" was built by Mother Joseph



DE VORE'S METHODIST CHURCH IN STEILACOOM  
Built in 1853. First Protestant church north of the Columbia River



OLD STEILACOOM JAIL  
Built in the '50s, and later lined with fir to keep mobs out



Judson married Miss Mary W. Gallagher, a daughter of George Gallagher, who first came to the Northwest around the Horn, and later brought his family across the Isthmus. Mary, then a small child, was carried over the mountain trails of the Isthmus on the back of an Indian. The family reached Olympia in 1852. Stephen met Mary when she was nine years of age, and the courtship began then and there.

In the early '60s the Catholics procured about 2½ blocks of land in Steilacoom, and proceeded to the construction of a convent, which was successfully conducted for about fifteen years. They believed Steilacoom probably would be the great commercial center of the Northwest. The convent, a frame building that stood near where the present Catholic Church is, drew pupils, many of them non-Catholic, from all over the Northwest and from California and had a considerable reputation in its day, on account of the excellence of its instruction in music and domestic science. It was a two-story building about 24 by 32 feet in its ground dimensions. Later on an "L" was added, and the supervisor of this work was Mother Joseph, who came from Vancouver for the purpose. She handled tools with the skill of any man, climbed a ladder or walked the comb of a roof. She was architect, contractor and carpenter, and a forceful manager of workmen. After she was seventy-five years of age she still was active. She drew the plans for the Sister's Convent in Vancouver, a large and costly building, and she died there about ten years ago. She was known widely all over the Northwest. On one occasion a farmer far up the Columbia river put a cow on a steamer, with a card on her horn bearing the name, "Mother Joseph," but with no further address. The animal in due time reached the nun in Vancouver.

The Catholic sisters are said to have brought to this country the seeds of the Scotch broom which has spread widely and which each spring covers the hills back of Steilacoom with a glory of yellow bloom.

One of the most dangerous men in this section and the wealthiest resident of the county was Charley Wren, the Muck half-breed. He furnished the money with which to build the Masonic hall in Steilacoom, a prominent structure in its day, and he had

much money out at interest. He was himself a Mason, but the excellent precepts of that order faded away if there was a calf to be stolen or a neighbor's cow to be killed and skinned without the neighbor's knowledge or consent. He was an expert in the use of the lariat and a dead shot.

Charles McDaniel was as bad as Wren. He was a gambler and thief. He lived near Wren. Their criminal adventures were often directed against each other. On one occasion McDaniel was brought into court for striking a man over the head with a gun. As it had often happened before, the jury was afraid to convict him. But upon hearing the verdict of acquittal, Samuel McCaw, the justice, shouted: "By God, that verdict's all wrong. I'll set it aside and fine you and send you to jail."

While as a matter of fact the justice was venturing far beyond the limits of his jurisdiction in uttering such a declaration, McDaniel didn't know it, Sheriff Stephen Judson was at his side ready to carry out the sentence, and McDaniel thereupon paid a fat fine.

Wren was arrested several times but by bribery and threats he escaped punishment. On one occasion the branded hide of a calf he had stolen and killed was exhibited to the jury, but with no effect. A verdict of acquittal was rendered.

Living near Wren and McDaniel was Andrew J. Burge, a decent citizen, but hot-headed. He and McDaniel decided to punish Wren for stealing their cattle. They waylaid the half-breed, tied him to a tree, give him a terrible lashing, ordered him to leave the country, then left him suffering in his ropes.

Later on a negro appeared in Steilacoom and spent most of his time hunting on the plains nearby. While Burge was driving home one day he was shot and badly injured. The negro disappeared. It was established afterward that Wren had hired the negro to kill both McDaniel and Burge. Wren meantime had left the country never to return. McDaniel, Gibson and others jumped his claim, and the settlers determined to punish them.

A mob of thirty or forty men ambushed them in the narrow passage between Gravelly and Steilacoom lakes, seriously wounding Gibson. McDaniel ran toward Steilacoom, and the settlers with their wounded man lying in a wagon followed. In the edge



GEORGE MANVILLE

Built the old jail at Steilacoom in 1858



CAPT. CHARLES MATTHEWS

One of the early day skippers much beloved by the children

THE NEW YORK  
PUBLIC LIBRARY

ASTOR, LENOX AND  
TILDEN FOUNDATIONS

of the village Gibson raised himself and fired two shots at his tormenters, wounding two men. He was immediately shot through the head. McDaniel had taken refuge in a saloon, but presently he came out, armed only with a knife, having left his gun inside. The vigilantes had procured from Gibson enough to verify their worst suspicions and they were desirous of putting an end to McDaniel. McDaniel wanted to be heard. A man said to have been James Ross, shouted "Shoot him!" Several men discharged their weapons as the wretch turned and ran toward the wharf. He soon fell, fatally wounded. The sheriff at that time was Isaac Carson and he had been locked up by the vigilantes to prevent his interference with their plans. McDaniel was left writhing where he fell. He died unattended, in about two hours.

Seventeen alleged members of the mob were indicted and only four of these were arrested. The case was pressed as vigorously as John Saltar, administrator of McDaniel's estate could press it, but public sentiment was not with him. Attorney McNaught prosecuted with much vigor but the jury brought in a verdict of acquittal. McNaught asked one of the jurors how they reached such a verdict in the face of the testimony and the juror replied with a laugh:

"You spun things pretty fine, but we spun them fine, too."

John Saltar excited some rancor among the vigilantes and the settlers by placing on McDaniel's grave a stone carrying this legend:

CHAS. M. MCDANIEL

Born in Iowa, 1834,

and died at the

HANDS OF VIOLENCE

Jan. 22, 1870,

Aged 36 years.

This stone still may be seen in the little graveyard just back of the State Hospital.

For many years Justice McCaw adjudicated Steilacoom's cases and he won a reputation for abundant horse sense, if not for an abundance of legal knowledge. As his experience and fame

grew he decided that his court should assume new dignities and among other reforms he announced that English and not Chinook should be the court language. Shortly afterward Attorney Frank Clark appeared before his honor and, as was the custom of the time, began employing more or less of the jargon. The face of Justice McCaw grew stern. Finally he broke in upon the lawyer and said with severity:

“Mr. Clark, the court is educated and understands English. Co-pit your cultus wa-wa!”

## CHAPTER X

DE LIN RETURNS TO HEAD OF BAY IN 1857 AND RENEWS MILL OPERATIONS — COMING OF THE GALLIHERS — HUNTSVILLE TAKES MILL'S LAST CARGO—JOB CARR COMES EARLY IN 1865—LAYS CLAIM TO "CHEBAULIP" NEIGHBORHOOD—HIS TWO SONS AND DAUGHTER JOIN HIM—MARIETTA CARR FIRST WOMAN AT CHEBAULIP—HOWARD CARR'S DIARY—COMING OF GEN. M. M. MC CARVER IN APRIL, 1868—HIS CONFERENCE WITH DELIN IN PORTLAND—MC CARVER'S PICTURESQUE CAREER—GEORGE W. BUSH. A FINE NEGRO CITIZEN.

In the spring of 1857, at the close of the Indian war the DeLin family returned from Steilacoom to the future townsite of Tacoma. They found their property intact. It had not been disturbed during their long absence. The Indians, always in search of planking, scarcely had touched the piles of lumber about the little sawmill. DeLin soon put his rusty plant in order and again began cutting logs. Swan & Riley returned to the Chebaulip neighborhood to renew their salmon operations. No other whites occupied the peninsula.

In 1861, DeLin sold his mill and his claim of 318 acres to John L. Perkins, who was employed by the government on the reservation. Perkins was an interesting young fellow well liked among the whites. The fact that he played a violin increased his popularity. He paid \$3,500 for DeLin's plant. The DeLin family then removed to Seattle. With them went DeLin's brother, Andrus. Both of them found employment on the state university buildings then under construction. In 1862 the DeLins removed to Olympia, and three years later to Portland where Mr. DeLin died May 15, 1882. Mrs. DeLin, a woman of fine poise and estimable character, still lives in Portland.

Perkins found the mill anything but a joy and he soon sold it. Milas Galliher, twin brother of Silas, later acquired it. Both of these men were well known through the Northwest in those early times. Silas was a hotel keeper in Steilacoom and afterward in Olympia where he opened the "Tacomah House." Milas became the owner of about eight hundred acres at the head of Commencement Bay. The Galliher name is now mistakenly preserved in this community as "Gallagher." Some of the maps even have made the blunder, and the newspapers have been committing it for years.

The mill's foundations were weakening, and it began to cut lumber of curious designs. Sometimes the planks were thicker in the middle than at the ends; again the ends would be thicker than the middles. Various men tried their hand at curing its infirmities. Galliher gave it up, and Frank Spinning experimented briefly. Finally, in 1869, it was abandoned. It fell into the ownership of the Tacoma Land Company, which, in 1875, sold the rusty remnants to a man in the Puyallup Valley.

The last cargo taken from the mill was shipped on the Huntsville, Capt. E. A. Nickels, in 1865. The lumber was rafted down the waterway to the foot of Seventh street to be loaded. Job Carr tallied for the mill and Captain Nickels for the ship. They were in a continuous squabble, Nickels refusing to accept about half of the lumber delivered to the ship. Finally, after much delay and controversy, in the course of which the Captain's expletives and the patience of Job were all but exhausted, the ship had 300,000 feet on board and sailed for lower Sound ports to complete her cargo.

Job Carr had come across the plains to California in 1864, from Richmond, Indiana. He was a dark man of medium height, and a whig who did not drink, swear, smoke or chew, and whose fiercest expletive was, "I'll be consarned." He was born in Gloucester county, New Jersey, July 2, 1813. In young manhood he removed to Indiana where he married Rebecca Rittman, and four children were born.

When the great Civil War began Job set aside his Quaker scruples against belligerency and went to the front with the 36th Indiana volunteers, and his wife went along as an army nurse.



Marietta Carr



Howard Carr



Job Carr



Anthony Carr

THE FIRST SETTLERS IN OLD TACOMA



He was shot through the wrist at Corinth, and again was wounded in front of Atlanta. The second wound was serious and Mrs. Carr, hearing of his plight, went to him, removed him to their Indiana home and nursed him back to health. Though considerably past the age of military service he served about two years at the front. He was a bitter anti-slavery man.

Mrs. Carr was a clairvoyant of considerable reputation. Clients came from a distance to consult her and rewarded her with handsome fees. She also was a woman's rights advocate, and some time before the war she and Job had "agreed to disagree," but purposed to live together until their children were grown. They abandoned their allegiance to the Quaker Church and became spiritualists, a belief to which both adhered thereafter.

Job left Indiana for Iowa, in October, 1864, and there bought a nursery. He was something of an expert in apple-growing, and tree pruning. He sent for Rebecca but she refused to follow. Her son Anthony, then a Union soldier, gave her a house and lot in Richmond and there she lived for several years practicing her profession as a seerss. She procured a divorce and later married a man named Staley.

She was a foreeful woman of unusual intellectual strength and much determination.

Job would not argue with Rebecca or anybody else. When confronted with a controversy he quietly would say:

"Thee can have it thy own way."

He soon sold the nursery and started west with his own team, intent upon finding, if he could, the western terminus of the North Pacific Railway, the charter for which President Lincoln had signed a short time before. He first came to Olympia but decided after looking that place over that the railroad would not stop there. He visited Steilacoom and Seattle, each of which was perfectly confident of being chosen as the terminus. Then he came to the Indian reservation on Commencement Bay and stayed at the home of A. Williamson Stewart. One night a letter came for him and Mrs. Stewart instructed her little daughter, Annie, to take it to his room and to carry a candle so that he could read it, he having retired early. He read the letter and burst into tears. The letter told him of his son Howard's

capture and incarceration in Andersonville prison. Job thought he would die there, which in fact he almost did. He was imprisoned eight and one-half months and his weight was reduced from 150 to 92 pounds.

Job sounded Commencement Bay and to some extent examined the lay of the land on the Tacoma peninsula. His own account of how he found his homestead on the Old Tacoma waterfront, written some years later, says:

“On Christmas day, 1864, in company with Mr. (William) Billings, then farmer on the Indian reservation and now sheriff of Thurston County, and three or four others, I went over to Gig Harbor fishing, Mr. Billings telling me there were several nice places along the shore of the bay. As we went along in our canoe when we came opposite where Tacoma now stands, I raised on my feet and exclaimed, ‘Eureka! Eureka!’ and told my companions there was my claim.”

In a few days he took possession. He and Milas Galliher were the only white men on the peninsula, Milas at “Ta-ha-do-wa” at the head of the bay, and Carr at “Chebaulip” at the foot of McCarver Street. There near the beach he began a log cabin, living meanwhile beneath a rough shelter of cedar bark piled against a big log, with his yellow cat, Tom, given to him by Mrs. Stewart. Occasionally he returned to the Stewart home for substantial meals.

Stewart had come to Chambers’ prairie in 1852 and the next year he married Jerusha White. In the early ’60s the family came to the Indian reservation where Stewart was wagon maker and carpenter in the employment of the government. Among the children was W. W. Stewart, now living in Tacoma. He was born in “Eaton’s Fort,” a stockade built a few miles from Olympia and in it the Stewart, McMillan, Patterson, Connor and other families took refuge from the savages during the Indian War. Another of the children was Annie, now Mrs. Stoltenberg, who as a babe in arms, narrowly escaped death from the Indians. William Nathan White, Mrs. White and Mrs. Stewart, sister-in-law of Mrs. White, were on their way from church in Olympia at about 5 o’clock Sunday, March 2, 1856. The women were in a light wagon. White led the horse. Suddenly two Indians



REBECCA V. STALEY

First wife of Job Carr. Came to Tacoma about 1885.  
Served as a nurse in the Union army



appeared in front of them as they were going up a hill. The Indians attacked White and a desperate fight took place.

For a hundred yards White battled for his life, but he finally was struck down. The horse took fright at the opening of hostilities and ran away, carrying Mrs. Stewart and her baby, Annie, and Mrs. White, to safety, though Mrs. Stewart's foot was badly mashed and cut when she was thrown between a wheel and the wagon bed. The women did not see White killed but they knew he would be. His body was recovered the next day.

Job had not entirely completed his cabin when his son, Anthony, came in November, 1865, and Anthony rived the shakes to finish the roof. Job's cabin looked out upon the bay from a point close to the beach between Carr and McCarver streets. It had a small porch. A year or so after it was built an ivy affectionately covered its chimney and a honeysuckle crept over the porch. The interior walls were covered with paper over cloth. At first the little house had two rooms—a living room in the east end with a comfortable fireplace; in the west end a bed room with two beds, separated by a curtain—a custom of pioneer days. A low attic offered additional sleeping room on congested nights which were not infrequent in the Carr cabin. It housed a number of notables in its heyday. The cooking was done over the fireplace, and before it Job spent many hours with his Bible. He was a constant reader of the Scripture and fairly knew it all, but he never argued it. He took it straight.

Anthony had come west as a soldier and he was discharged at Fort Steilacoom. He had served through most of the Civil War. On the way West his troop had several brushes with the Indians and it saved one wagon train from probable destruction.

On two occasions while in the Union army in Virginia, Anthony was sent to Washington with dispatches for President Lincoln, delivering them to him in person. Both of these journeys were made at great risk as the country was full of Confederate scouts and bushwhackers. He was at Chantilly when former Governor Stevens of Washington territory was struck, and Anthony saw him die. He fought in the last set battle of the Civil War, at Palmetto Ranch, Texas, a month after Lee had surrendered, and was captured there with fifty-seven others.

His friend and the soldier fighting at his right, near by him, John J. Williams, Company B, 34th Indiana, was fatally wounded and is believed to have been the last man killed in set battle in the great war. This was May 13, 1865.

Anthony and his fellow prisoners were removed to the old slave pen at Brownsville, Texas, and imprisoned there for 38 days. Technically Anthony Carr still is a prisoner of war, never having been paroled.

When he reached Steilacoom his father was operating the Byrd grist mill at what is now called Custer. This was a water-power plant of small capacity. Job dressed the burrs of this mill when that attention was needed, and was called to Olympia and elsewhere to do similar work. While not a jack of all trades he seemed to know at least five well enough to make them fairly profitable and his versatility rewarded him with employment whenever he wanted it. He was a millwright, a machinist, a painter, a paper hanger, and a nurseryman. Tacoma as a town knew him later as a painter and a paperhanger, and he was a good one. He was employed on at least one occasion to go to Olympia to do painting for Governor Moore.

Anthony was a photographer. When he reached Steilacoom he learned that E. A. Light had just bought a photographic outfit and was trying to learn how to use it by studying the instruction books that accompanied it, but with negative success. He was glad enough to take Carr in, and a fairly good business was established. Anthony took a claim near his father's and built a cabin.

Howard Carr had served with the Nineteenth Massachusetts volunteers, enlisting in that state after he had been rejected in Indiana on account of his youth, under the name of "John Jackson."

Having recovered from the effects of his long incarceration in Confederate prisons, Howard started West August 10, 1865. In Utah his party was snowed in, and spent the winter there. Howard reached Steilacoom July 28, 1866.

Howard kept a diary for many years, beginning it as a boy. It covers in a very brief way several matters of importance to the early history of Tacoma. An entry of January 13, 1868, says the

temperature was 4 degrees below zero and the Puyallup River was frozen over. Howard brought with him to Tacoma a dulcimer which both he and Job played with facility, and acquaintances from the reservation and elsewhere came over to enjoy instrumental music of a variety very rare at that time.

Howard remained long enough to choose a claim and begin a cabin. Then he retraced his steps to Indiana to get Marietta, his sister. He returned with her November 19, 1867. Marietta's repute as a cook added to Job's popularity as a host. With game in abundance near by, fish to be had at their door, the rich soil of "Chebaulip" supplying them with garden foods, they did not have to make many trips to Steilacoom after provender. Both Anthony and Howard spent much of their time there, Anthony as a photographer and Howard as hotel-keeper. Anthony was an expert shingle-river, and if photography in Steilacoom was dull, he returned to his cabin at "Chebaulip" and turned cedar logs into money. He could rive 1,000 shingles a day and he received \$1.50 a thousand.

Marietta Carr married William Mahon in 18—, and on November 4, 1875, while on the way to San Francisco to visit a sister, the steamer Pacific was sunk in a collision and she and her little boy were drowned. Geo. T. Vining, another early settler in Tacoma, also lost his life. The wreck occurred forty miles south of Cape Flattery. Only two persons were saved.

Job and his sons believed they had a place for a townsite. The railroad was coming. Where would it terminate? Job guessed on "Chebaulip."

A man of larger experience than Job in business affairs then appeared in Morton Mathew McCarver, tall, gray and partially deaf. He was 61 and was seeking pastures new. He was a restless and ambitious man who for many years had tried his hand at town building. He squatted where Burlington, Iowa, is and made some money there. He expected to join Peter Burnett in promoting the town of Sacramento for Sutter, but Burnett for some reason ignored him and McCarver missed a fine opportunity to gain riches. Then he and others had tried to put Linnton, Oregon, prominently on the map. That failed for good reasons, but not by lack of McCarver's industry.

And now, though past the three-score milestone, he left his comfortable farm home near Oregon City and went to Portland where he talked with friends about the probable northern terminus of the line which the railroad company was about to build from the Columbia River. He heard that Nicholas DeLin, then living in Portland, had spent some time on Commencement Bay. He called on DeLin who urged with all his force the value of the place as a site for a city. DeLin told him how the land lay, of the park-like Nisqually plains near by, of the depth of the bay and of the flat stretches about the delta of the Puyallup River, which though inundated at high tide, could be filled at no great expense. McCarver heard and was deeply impressed, though he did not take DeLin's advice altogether. Had he done so he would have been saved much disappointment and money. McCarver interviewed Lewis M. Starr, president of the First National Bank, and its cashier, James Steele, who agreed to enter a partnership with him in promoting a townsite.

He left Portland on horseback about the first of April, 1868, and followed the heartbreaking trail from Monticello to Olympia where he stopped a day or so to examine maps in the United States land office where Joseph Cushman, father of W. H. Cushman, for many years resident in Tacoma, was agent. W. H. Cushman, who died in Tacoma in May, 1916, remembered McCarver's visit to the land office. He recalled that he was partially deaf and quite talkative, and asked many questions.

After procuring the data he came on to Commencement Bay, and spent the first night with Thomas Elder, the government farmer on the reservation. The following day he employed an Indian to row him about the bay. He made many soundings, going even as far as Quartermaster and Gig Harbors. He then visited Job Carr and told him he hoped to get a sawmill established at "Chebaulip" and he desired Job's 168-acre claim. A bargain was struck, Job agreeing to sell at \$10 an acre, and he was to keep his house and five acres around it. Job was to receive \$600 in cash and 100 acres of land which McCarver owned in Oregon. This land was priced in the deal at \$1,000. Job afterward sold it for \$764.

Carr's deed to McCarver is dated April 15, 1868, and it



MR. AND MRS. MORTON MATTHEW McCARVER  
McCarver is called the "Founder of Tacoma"



conveyed "lots 4, 5 and 6 and the southeast quarter of section 30, township 21, north of range 3 east, containing 168 and three-quarters acres excepting the dwelling houses of the party of the first part and five acres of land, commencing at the center of the spring branch at the beach end of the house, to be as near a square as possible, the said spring branch to be the Eastern boundary of said five acres leaving 163 and 75/100 acres to be conveyed—\$1,600."

McCarver was born in Kentucky, near Lexington, January 14, 1807, and his parents were Shakers. His mother was a prominent figure in this sect, and her views of life were trimmed to fit the narrowest religious perspective—so narrow that the boy ran away from home, striking out at the age of 14 for worlds unknown. His wanderlust never entirely forsook him. As an unpaid worker on a flatboat he sailed down the Ohio and Mississippi Rivers, the journey consuming weeks, and finally reached New Orleans where he had difficulty in finding employment, and then only at the expense of his pride, as in those days the white laborer in the South was classed with the blacks and even lower. McCarver then acquired ideas about the negro that never left him. It burst forth in after years, perhaps somewhat to his injury, on the Pacific Coast.

Dissatisfied with New Orleans he went into Texas and Mexico, meeting even worse conditions, and then returned to Lexington. His son-in-law and biographer, Thomas Prosch, says of the boy's home-coming:

"To his surprise he found that the home of his mother was no longer his; that according to the hard rules of her church they were dead to each other on earth. So strong of mind was she, so firm of faith, that she never saw him afterward."

He studied medicine for a while. Then the West called. He went to Illinois, and found employment in several towns, acquired some property and May 6, 1830, married Miss Mary Ann Jennings, of Monmouth. He was connected with the state troops in the Black Hawk war which came to an end in 1832. A treaty was made with Chief Keokuk covering valuable lands in Iowa, just west of the Mississippi River. Some of the settlers, among them McCarver, undertook to squat on these lands before the time

appointed and were driven out by Lieut. Jefferson Davis and his soldiery, when a second seizure was attempted. Lieutenant Gardner and a force ousted the land-hungry intruders and burned their cabins and many of their belongings.

McCarver and others then built a ferry, looking forward to the date of the land-opening and the probable heavy business of transporting across the great river the scores of persons who hoped to gain valuable lands under the "Black Hawk purchase." McCarver was one of the number who, on the day appointed by the government for the crossing, took up claims on the site of what afterward became Burlington. The first three settlers were S. S. White, Amzi Doolittle and McCarver, and they laid off a few lots. A disagreement arose among them and McCarver sold out to White. McCarver then returned to Monmouth where he remained for two years. But it appears that none of them had any rights on the land and in 1836 the government took it all over and directed the land to be surveyed and platted, the survey to follow as closely as possible the survey made by the squatters, and the lots then were sold at the land sales. The government however recognized the titles which the squatters had attempted to convey.

McCarver in 1839 was made commissary general of the Iowa military forces and in after years he held the same position in Oregon. Thus he gained the military title by which he was known the remainder of his life. He engaged for a while in a mercantile venture and speculated in lands, etc., but not to his profit. In after years he paid about \$10,000 to liquidate the footings of his over-daring financial ventures. He disliked life in a store, became discouraged by his money losses and, like many others, felt the pinch of several unusually cold winters. Besides, it was about time for McCarver to move on, and the next step was the farthest step.

In June, 1843, he was one of a party of 900 who started overland for Oregon. They had not far from 5,000 head of cattle, horses and mules, and no sooner was the great cavalcade under way than quarreling arose over the animals. The grazing and watering problem became acute, and besides the dust stirred by the heels of the herds became an aggravating and dangerous

nuisance. McCarver was one of the council of nine appointed before the expedition started, to advise with the leader, Peter H. Burnett, who afterward became the first governor of Oregon. The orderly sergeant was James W. Nesmith, destined to be senator from Oregon. These leaders had a troublesome experience with the cattle quarrel which finally resulted in the resignation of Burnett, and a new election. McCarver was the candidate of the cattle party but was defeated, and later he went forward with the opposition, it being able to travel more rapidly. One of the wagons gave the travelers much trouble. It was known as "Noah's Ark." Finally the animals drawing this cumbersome vehicle fell exhausted and the company's managers decided to discover the real difficulty. They found the wagon laden with soft soap which the owner was carrying 2,000 miles across the continent against a day of need in the laundry.

From Fort Hall westward the famous Dr. Marcus Whitman was guide for the train. McCarver and others hastened ahead on horses and reached the Willamette Valley several weeks in advance of the wagons, bent on finding a suitable place for a townsite. They were hospitably entertained at the Hudson's Bay Company post at Vancouver and the good Doctor McLoughlin's advice was sought with regard to a probable townsite. He advised them to go about ten miles up the Willamette, which they did and established Linnton where they soon began selling lots rapidly at \$50 each. But Linnton languished. Its progenitors attributed the failure of the town to a scarcity of nails. Settlers were arriving in such numbers, and all of them erecting houses or shelters, that the supply of nails was completely exhausted.

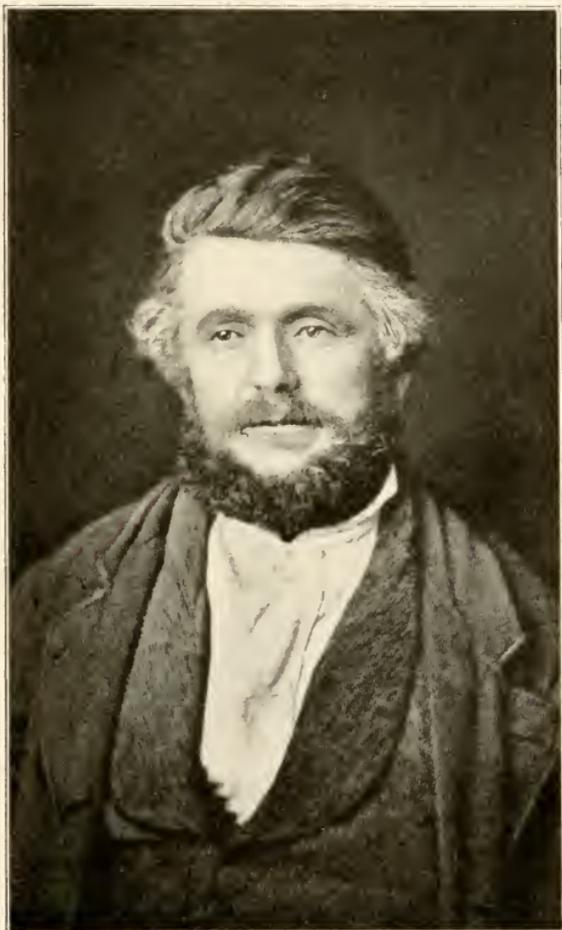
In 1845 Mrs. McCarver and her five children started West, and her wagon was driven by Dolph B. Hannah, afterward a prominent figure in Tacoma affairs. McCarver, who was elected to the Oregon Legislature in 1844, had expected his family in that year and had gone up the Columbia to meet them. To his sorrow he there learned that they would not reach him for another year. He took up a claim and began improving it. When the Legislature met in Oregon City McCarver was made speaker. There were in all eight members of this body and one of the first acts was to adopt a stringent anti-liquor law. It forbade the manu-

facture or sale of intoxicants. It was the first prohibition law in the United States. It was drafted by Peter H. Burnett. At the second session of the assembly McCarver again was speaker and, as in the first session, stood for the prohibition law, and in fact was one of the six men who saved the law from repeal.

In the first session McCarver's abhorrence of a mixed white-and-black population, which had disgusted him when as a boy he was in the South, came to the surface when a bill, fathered by Burnett, was introduced which not only forbade slavery, but which denied to negroes or mulattoes the right of permanent residence in the territory. Those then there were required, under the provisions of the bill, to leave, the men in two years and the women in three, with the promise of the lash if they disobeyed. In the discussion of the measure this harsh provision was somewhat modified, but it still had the malodorous taint of slavery in it, for it provided that the disobedient black should be hired out to the white who for the shortest term of service would remove the malefactor from the country.

Whatever good this measure may have accomplished it struck a cruel blow at one of the best citizens the territory had then or ever has had. This was George W. Bush, a mulatto of fine character. His wife was a white woman. He had come West over the plains with about \$3,000, the most of which he brought in small silver coin securely hid in the double floor of his wagon bed. Not desiring to inflict his presence upon the settlements, he remained north of the Columbia River, and in 1845 he came to Tumwater with Michael T. Simmons and others to build the first settlement on the Sound. Simmons and Bush were financially interested together and remained close friends for many years. It is not at all improbable that some of Bush's money was employed in financing the DeLin mill on the Tacoma peninsula.

Bush prairie, where the mulatto took up his claim, was named for him. He died in 1867. In 1875 his son grew wheat which the next year took the gold medal in the great Centennial Exposition in Philadelphia. Bush was kindness itself to the new-coming white settlers through all the early years and never would take pay for the foods that he furnished to them. He was an honor to his race and an adornment to the territory, and the settlers soon



MICHAEL T. SIMMONS  
The first settler on Puget Sound



took cognizance of the fact. Simmons persuaded the Legislature to make an exception of Bush, and in 1854 Congress, upon a memorial from the Washington Territorial Legislature, cleared Bush's title to his 640-acre claim.

While McCarver was in the Legislature a man jumped his claim. McCarver procured another two miles from Oregon City, where he later developed the "McCarver apple," and it is said also that he started horseradish west of the mountains from a tiny piece of dried-up root which he had brought overland with him. He had his new home in fairly good order by the time his family came in 1845.

Baiting the British lion, then represented in the Northwest by a war vessel or so and by the Hudson's Bay Company, was a popular pastime for many years, and one of the particular occasions was the Fourth of July celebration in 1846, zest to which was given by the presence of the *Modeste*, a British warship. Andrew Hood, a notable character in early Oregon, and the father of Mrs. Joseph Ralston, one of Tacoma's oldest citizens, was chairman of the preliminary meetings, and McCarver was on the arrangements committee. Peter H. Burnett was the orator of the day, and McCarver, among others, followed him in apostrophizing American freedom.

Mrs. McCarver died November 19, 1846, leaving two children. January 20, 1848, McCarver married Mrs. Julia A. Buckalew, and in 1848 he was among the first to join the army of argonauts who dashed southward when news came of the gold strike in California. Gold had been found in January, 1848, but the information did not reach Oregon for six months or more. The news was carried by ship to Honolulu; was then brought by Governor Douglas to Victoria; Governor Douglas sent the news to Fort Nisqually, Fort Nisqually communicated it to Fort Vancouver, and it soon reached the ears of the settlers. Today such a piece of intelligence would be flashed to every part of the United States within an hour.

McCarver, D. B. Hannah and others rode horses, with mule trains following, but most of the gold-rushers traveled in wagons. There was a perfect hegira southward. A hundred employes abandoned their work at the Vancouver post of the

Hudson's Bay Company and hastened away full of hope. McCarver had no misgivings in this step. He again was ready to move on. His restless soul rebelled against the monotony of farm life, but more against the hard conditions which the Federal Government did all too little to attempt to correct. He did fairly well at mining but soon the townsite fever gripped him and he is said to have approached the Sutters, father and son, who owned the land, with the proposal to establish a city. A town was platted and was about ready for the sale of lots to begin when Peter H. Burnett appeared on the scene and, according to McCarver's version of the matter, deceitfully ingratiated himself into the favors of the Sutters and succeeded in depriving McCarver of participation in the townsite enterprise. Burnett is said to have made \$100,000 clear out of this adventure and McCarver never forgave him. McCarver bought lots, built a store, constructed several houses for rent, and bought a small schooner for trading about the bay. He made money rapidly. However, he with hundreds of others lost enormously in the flood of the winter of 1849-50, when steamboats ran in the streets of Sacramento, and boats for rescue work rented at \$30 an hour.

McCarver had become a member of the California Legislature under a provisional government which seemed to have neither head nor tail, and which did not last long, as California became a state in 1850. He presided at the Sacramento meeting called to discuss and forward the movement for a constitutional convention in Monterey and he was elected as a delegate. There again his feeling on the intermingling of blacks and whites broke forth. Early in the session he introduced a resolution binding California, as Oregon had been bound, against the admission of colored persons. He made such a vigorous fight on the floor, and his oratory was so persistent and fervid that he became known as "The Old Brass Cannon." He pressed the matter day after day and the convention in committee of the whole finally adopted it, probably with the aim of at once silencing McCarver and smothering his resolution, and that was the effect of the action.

McCarver sold out in Sacramento for \$30,000, and began speculating in ships and produce, and in 1850 he returned to his Oregon farm, taking with him a piano which he had bought in

San Francisco. It remained in the family for fifty years and is now in the Ferry Museum. McCarver entered with enthusiasm into the work of farming and made a success of it as long as he remained content with it. His apple exhibit at the first fair held in San Francisco won a first premium and a medal. A short time after he returned north he started his son Thomas east to enter the military academy at West Point, an appointment having been procured, but the young man upset many of his family's plans by slipping up to Ohio and marrying Mary E. Goodlief, the daughter of a banker in McConnellsville. McCarver never quite forgave him. The young couple came west two years later.

In 1848 McCarver was appointed to the commissary department of the Oregon military forces and assisted in provisioning them through the Cayuse war, a task of great difficulty as money was not available. Joel Palmer, well known in Oregon history, was the chief of this department and it became a matter of borrowing, begging and commandeering enough to keep the soldiery on its feet. In April, 1854, McCarver was made commissary general, and again in 1855, he took the same responsible office, and was given the title of Colonel. The Indian war of that year and the next cost more than \$6,000,000, which the Federal Government failed to pay for almost ten years, and then after summarily reducing the bills, and to cap the climax it paid in depreciated currency—another wretched donation to a series of deplorable federal blunders by which the Northwest suffered seriously.

When one looks back upon that period one is constrained to believe that in the hearts of the strong men and women who settled this country there was a form of patriotism unusual in its profound virility. For, in spite of accumulated federal injustices, including what amounted almost to an abandonment of this section by the federal troops in the course of the Indian war, these pioneers stood steadfastly by the flag through the early '60s when a dangerous attempt was made to lead the coast settlements into secession.

McCarver went to Washington City to prod the officials there, hoping by direct appeal to procure an early settlement of the war claims, but he met disappointment in that. While he was

there Governor Stevens of Washington Territory resigned, and McCarver endeavored to procure the appointment. Fayette McMullin, of Virginia, was appointed. McCarver remained in Washington seven months, then returned to Oregon, determined to remove from Oregon City to Portland, which he did, but he scarcely was settled there before another adventure much to his liking presented itself. Gold had been found on the Fraser River, and McCarver hastened northward. However, he did not go to the goldfields, but invested in Victoria property and soon returned to Portland, where for nine years he made a business of collecting Indian war claims, payment of which was strung along through nearly forty years. When, in 1862, gold was found in Idaho, McCarver and others opened a general store in what afterward became Idaho City and made money rapidly. But this wearied him. He turned his affairs over to his partners and struck out for New York City with a quartz-mining program in which he hoped to interest capital. While he was there his store burned and the firm went out of business.

## CHAPTER XI

1868—MC CARVER BUYS PART OF CARR CLAIM—HOOD BUILDS FIRST HOUSE ON THE HIGHLANDS—C. P. FERRY ARRIVES—FINE FISHING IN THE BAY—PHILIP RITZ VISITS “COMMENCEMENT CITY”—COAL FIELDS DISCOVERED—HADLOCK LOOKS FOR SAWMILL SITE AND WILLIAM LANE GUIDES HIM TO CHEBAULIP—MILL BUILT AND SAMOSET CARRIES FIRST CARGO—FIRST ELECTRIC LIGHTS—CAREER OF FAMOUS OLD DASHING WAVE—FIRST STEAMER, THE ELIZA ANDERSON, ARRIVES—FIRST DEATH IN NEW SETTLEMENT—THE FIRST CALABOOSE.

April 8, after having procured the Carr claim at Chebaulip, McCarver started back to Portland to report his find to Lewis M. Starr, president, and James Steel, cashier, of The First National Bank, whom he had persuaded to join him in the town-site enterprise. They thought him over-enthusiastic, but Starr agreed to return to Chebaulip with him, which he immediately did. He, too, was pleased, and the deal with Job Carr at once was consummated. Starr took up a claim for his brother. McCarver also took one, choosing the land now partly occupied by the Stadium, known for many years as “Old Woman’s Gulch.” Starr immediately built a cabin. With McCarver and Starr on this trip were Thomas Hood and David Caufield, both of whom had known McCarver in Oregon City. Hood took a claim on the highlands, and he constructed the first cabin “on the hill.” This was at South Ninth and M streets. The cabin in after years was bought by C. P. Ferry. McCarver and Starr lodged with the Carrs while here. Their presence and the filing of the Carr deed April 8 soon became known in other settlements on the Sound, which were considerably excited over what was rumored to be extensive and immediate development.

Starr and McCarver returned to Portland, McCarver to prepare his business affairs and his family for removal to Commencement Bay. They came in the early summer of 1869 and spent their first night on the future townsite at the home of Frank Spinning. The next morning Anthony Carr rowed them down the bay and they set up their household in a cabin of logs, boards and shakes, which Anthony Carr had built for them at the mouth of "Old Woman's Gulch." There were three children, Virginia, Elizabeth and Naomi, who was deaf. They were here to join in the first Fourth of July celebration on the townsite, mention of which is made in Howard Carr's diary as follows:

"July 4, 1868—Beautiful day. Everybody came down from the reservation to Shuballop; had music and fun, then all aboard canoes and across the bay to the point (Brown's Point) where we proceeded to picnic in old style. A huge time—clams and all. Then up to the reserve, had supper and came home tired but satisfied, and now three times three for the Union."

McCarver, fired with his enterprise, bombarded his Portland partners with letters. C. P. Ferry had arrived, and he, too, began writing letters to friends. Ferry had married a daughter of Mrs. Buckalew, McCarver's second wife. He was active with McCarver in many business matters, serving as McCarver's secretary part of the time.

McCarver no doubt needed a man of Ferry's education as his own had been acquired for the most part in the school of experience and, like many another well-informed and progressive man of his time, he faltered in orthography, though he was a rapid penman. He spelled and pronounced "point" without the "o"; Julia he spelled "Jewly," and self, "selfe," and in some of his lapses he pronounced Puget as though it were spelled "Pugget," an error in which he has had much company. It is not by any means rare to hear a Point Defiance street car conductor shout boldly and unashamed: "Pugget Sound Avenue!" Perhaps the day may come when the Indian name of the Sound, "Hwulge," meaningful and picturesque, again will find its place in our nomenclature. Peter Puget hardly occupied a position in English history to entitle him to an immortality such as Captain Vancouver conferred.



THOMAS HOOD'S CABIN—THE FIRST BUILDING ON THE HILL



THE FIRST WEATHERBOARDED RESIDENCE IN TACOMA  
Built by McCarver in 1869 and still standing in Old Tacoma



One of the letters that McCarver sent to his partners urges the building of a sawmill and says: "Within a few rods of my house I can frequently throw out with my bare hands, from the bay, enough smelt to supply a camp of fifty men."

All of these early stories tell of the wonderful fishing. The Swan & Riley fishing camp in the waters just beyond Chebaulip, had been making great hauls—2,000 fine salmon in one seining, as a writer tells it, and their annual pack amounted to from two to four thousand barrels.

Portland then and for many years fought the new settlement, and Starr and Steel did not want to be known in connection with the Commencement Bay enterprise. Other Portland men also feared accusations of disloyalty to their city. One of McCarver's letters tells of Governor Moore having bought forty acres from Anthony Carr, but "Moore does not want it known in Portland." August 29, McCarver wrote to his partners that he had investigated and found valueless what had been reported to him as a fine bed of iron ore in the Puyallup Valley eight or ten miles from the townsite, and September 17 he again wrote, saying that Philip Ritz had just visited Commencement City and was much pleased.

Ritz was a director in the Columbia River and Puget Sound Company and had much influence with the Northern Pacific Company, and McCarver's idea was to gain his support by selling him a quarter interest in the townsite "at a fair, but not a speculative, price." McCarver had particular hopes just then that the Union Pacific would choose Commencement City as its terminus, and he was right, though forty years ahead of his desire's realization.

In one of his letters he said he was writing for the Portland Oregonian an article on "Who first thought of the Pacific Railroad?" "It gives me an excellent opportunity," said McCarver's letter, "to make public the importance of our townsite, without apparent ostentation. I was long ago given that credit, by reason of my printed letter, written in 1843, immediately after passing over the route now occupied by the Union Pacific railroad. I shall also claim the paternity of the terminus here."

If McCarver thought he was the pioneer in the trans-

continental railroad dream he was badly mistaken, as several others had written on the subject before 1843. No doubt scores of persons had dreamed of the day when the iron horse would cross the continent, almost simultaneously with the opening of the first railroad, and a few had thought of it before that in all probability. The man who is given credit for the first public advocacy of such a project was Dr. Samuel Bancroft Barlow, a physician in Granville, Mass., who as early as 1834 was contributing to the newspapers substantial arguments in favor of the government building a railroad from New York to the mouth of the Columbia River. A year later Rev. Samuel Parker, the missionary who enlisted the services of Marcus Whitman in the Indian mission field, wrote in his journal, after crossing the Rocky Mountains:

“There would be no difficulty in the way of constructing a railroad from the Atlantic to the Pacific ocean. There is no greater difficulty in the whole distance than has already been overcome in passing the Green Mountains between Boston and Albany; and probably the time may not be far distant when tours will be made across the continent, as they have been made to the Niagara Falls, to see Nature’s wonders.”

Again McCarver wrote September 27, that “I think more of our place since seeing Seattle. The railroad engineer who would give it preference taking everything into consideration, would recommend his employers to take counterfeit instead of gold and silver. Inspection is all we need to secure selection of our town as the railroad terminus.”

With Captain Clendenin, Caufield, Hood and Howard and Anthony Carr, McCarver made trips up the Puyallup valley and elsewhere looking for coal, and on returning from one of them he reported to his partners that Howard Carr and D. Caufield, who had gone some distance into the hills, had returned with fine samples of coal. They had discovered a coal field which since has yielded millions of tons. It was the first bituminous find on the coast, and it had a great deal to do with the future of the village, as well as the entire western coast.

In June of 1868 Samuel Hadlock, a millwright, was sent north by a party of San Francisco men to find a site for a saw-

mill. These men were Charles Hanson, who is said to have looked over the Tacoma Peninsula in 1866, John W. Ackerson, John A. Russ and William P. Wallace. Hadlock looked around for a month or more, visiting nearly all of the settlements on the Sound, and finally reported to his partners that Port Orchard was a desirable site. They instructed him to procure the land and arrange for the machinery and proceed with the building of the mill. He, however, though an experienced millman, desired a personal inspection by his partners, and John W. Ackerson was sent by them. It soon was discovered that the Port Orchard property was school land and not available for sawmill purposes, and Hadlock and Ackerson renewed the search for a site. John Swan carried them to Quartermaster Harbor where he urged them to build.

One day in the fall of 1868, William Lane, who, with his brother, Albert, was logging on what became the townsite of Tacoma, drove to Steilacoom for supplies, and he saw, standing in the street, a tall man in blue overalls. Lane wanted a logger and he asked the man if he desired work. The stranger replied with some hesitation that he did, and Lane made an offer. The man told Lane that he didn't care for the job, but would like to find a millsite. He thought, he said, of building a little mill. Lane told him he knew of a first rate site. The stranger climbed into Lane's wagon and rode home with him. He informed Lane that his name was Hadlock. Hadlock remained all night at one of the settler's cabins and the next day Lane rowed him to several places, but emphasized the advantages of Chebaulip, with its little bay or inlet on the Anthony Carr claim. Hadlock was captivated. He told Lane it was the best millsite he ever had seen and notified Ackerson who had been empowered to negotiate for the company. Ackerson at once bought 30 acres from Carr, 17 from Marshall F. Moore and 38 from McCarver. For the 85 acres \$700 was paid. The mill, with a daily capacity of 40,000 feet, was built on the Carr land, with Hadlock in command.

The Lane brothers, with their teams, got out the big logs for the mill's foundation and a boom of logs, measuring about 500,000 feet, cut by the Lanes on the Stephen Hilton claim, was the first timber cut by the Hanson, Ackerson & Co. Mill.

Its first cargo, 600,000 feet, was shipped in December, 1869, to San Francisco, on the *Samoset*. This vessel was built in Portsmouth, N. H., in 1847. She was 136 feet in length, 31 feet breadth of beam, 21 feet deep, tonnage 633. Her captain was John Martin. She had a square stern and a figure head of *Samoset*, a famous Indian chief. She was a fast sailer.

Almost without cessation until within the last few months the ring of the old mill's saws have been heard. Up to January 1, 1915, it had cut 2,590,416,590 feet; in other words, the plant has consumed the timber from about 65,000 acres of land. The largest timber it has cut was two feet square and 136 feet in length. Its greatest ten-hour cut was 467,866 feet—in July, 1889, a record that astonished the lumber world.

Charles Hanson was the dominating figure in the company until his death March 21, 1898. He never lived in Tacoma, but his name has been familiar since Tacoma was born. His son, William H., became the owner of three-fourths of the stock and lived in Tacoma from 1888 to 1898. He died in January, 1916, leaving an estate worth about \$1,000,000.

Hanson the elder began life as a common sailor, and he won the title of "Shingle King," when, at the time of the Fraser River gold excitement, he cornered the shingle market of California and began shipping on a heavy scale to British Columbia. He was born in Denmark. It has been said that his wife taught him to read. He was a Lutheran and a republican. After running the mill for a time the need of better towage facilities caused him to buy the *Black Diamond*, a steamer famous in her day, and later on he operated the *Dashing Wave*.

This remarkable vessel was built in Portsmouth, N. H., in 1853. She was of 1,012.14 tons net, with white oak frames and copper fastened. Her length was 181 feet, 8 inches, breadth 39 $\frac{1}{2}$  feet, and depth 21 $\frac{1}{4}$  feet. Her first visit to the Tacoma mill was on November 30, 1870, and thereafter she plied mostly between the mill and San Francisco, occasionally making trips to Guaymas, Honolulu and San Diego. She usually made about a dozen round trips annually between Tacoma and San Francisco. She carried 750,000 feet of lumber. On her return trips she brought merchandise for the mill store. She was clipper built, a



CAPT. CHARLES HANSON

Senior member of the firm of Hanson, Ackerson & Company, which built the "Hanson Mill," now the Tacoma Mill, in Old Tacoma in 1869.



full rigged ship with sky sails, and a fast sailer, and was commanded by Captain Connor. She made one voyage between Tacoma and San Francisco in four days three hours. It was said that she had been a privateer in the Civil war—a story that gained a new vitality when, upon her being repaired here, there was found embedded in her stern quarter a four-inch iron cannon ball and a number of minie balls. For many years after she began running to Tacoma she carried a lot of muzzle loading rifles and cutlasses. These were on her when the mill company bought her. It also was said that the old ship had sunk in New York Harbor and had spent some eighteen months under water.

She was known as a lucky ship and never had a serious mishap in all the thirty years that she was in the mill company's service. In a heavy northerly storm that swept Tacoma January 16, 1883, the Dashing Wave's stern moorings were cut away, but she safely weathered the storm, riding at her anchors, while other vessels around her suffered severely. The Lauderdale bore down on the Oriental and pounded out the latter's side, and the Hannah W. Dudley, Eldorado and another vessel broke from their moorings at the mill and piled up on the beach. Tugs pulled them off the next morning.

The "Wave" as she was commonly known was sold, with a full cargo of lumber at the time of the Nome gold excitement in May, 1900, to Scott & Stewart. Two years later she was sold to the Pacific Cold Storage Company of Tacoma which stripped her canvas, cut down her masts and made a barge of her. She was fitted with refrigerating apparatus and for several years she was towed to and from Alaska ports, loaded on her outgoing trips with thousands of tons of fresh meats, etc. She is now moored in an Alaskan harbor and her refrigerating plant continues to serve the far north. A painting of the historic old ship, by Coulter, adorns one of the panels of the Merchants' Exchange in San Francisco.

In 1875 the mill company bought the towboat Tacoma, built in San Francisco at a cost of \$75,000.

The first electric lights on Puget Sound twinkled in the Hanson mill, and here also was operated the first "gang" and the first gang-edger. J. M. Colman was the company's master mechanic when these important betterments were added.

Colman had owned a mill at Port Orchard which burned in '69, and later he went through bankruptcy. His career was meteoric, and caused the financial ruin of a number of men. He was charged with a character of high finance that would have adorned the legends of Wall Street at its worst, but in the end he came out with flying colors as the owner of the Colman Block, the Colman Dock and other rich properties in Seattle.

The building of the mill brought a considerable company to Chebaulip. There then lived on the townsite, omitting the men brought in by the mill, the Carr family, Job, his daughter and two sons, Mr. and Mrs. McCarver, and their three daughters, Frank Spinning, Thomas Hood, David Caufield, William Mahon, James W. Law, William P. Byrd, Lucius V. Starr and James W. King.

In the fall of '68 there landed at Chebaulip the first steamer carrying mail and passengers—the old Eliza Anderson. It was a foggy evening and as the boat approached she sounded her siren again and again, and with such seeming alarm that the settlers feared a disaster had occurred. Anthony Carr, by way of guiding the boat ashore fired his rifle in reply to every blast of the whistle, and finally the boat slowly crept in. C. P. Ferry and his wife disembarked.

The Eliza Anderson, built on the Columbia in '59, was a famous institution for many years, and probably she made as much money as anything of her tonnage that ever floated. She plied between Olympia and Victoria and her skipper was banker all along her route. He cashed time checks and sometimes discounted notes with a five or ten per cent discount. All of the mill and logging companies paid in time checks and the Eliza Anderson's arrival was awaited with enthusiasm on paydays. Captain Finch was a very religious man, and every Christmas he presented a Bible to each white employe on the boat while each Indian hand was presented with the cash value of a Bible. His zeal for the Cross did not extend to the aborigines. He would not sail his boat on Sunday and often resorted to expensive stratagems in order to ensure himself and his crew the biblical day of rest. Another man who captained the boat was George D. Messegee. He began his seafaring career on the Eliza Anderson and worked

his way to the chief command. Some years later he owned an interest in the *Zephyr*, the first stern-wheeler built on the Sound. She was completed in Seattle in 1871. In 1887 she was bought by the Tacoma Mill Company and finished as a tow boat the career she had begun as a "floating palace."

On one occasion the *Zephyr* went into Steilacoom in a storm and the captain decided to send the mail overland to Tacoma, fearing his little vessel would have difficulty in the teeth of the north wind that was sweeping the Tacoma harbor. This moved Editor Julius Dickens, of the Steilacoom paper, to comment in sarcastic verse:

"Now cease, ye howling winds, to play  
Your naughty pranks at Tacoma.  
Boreas, be still; nor swell your cheeks;  
You sure will bust! Your boiler leaks!  
Mailbag the wind, and save this great annoy,  
As wise Ulysses did, returning home from Troy."

The McCarvers returned to their Portland home for the winter and in the following March (1869) they came back to Tacoma, traveling this time on the steamer *Gussie Telfair*, which also brought the timber, hardware, glass, paint, etc., for their new house which was not completed until autumn. In fact it was delayed in a minor particular long enough to get into its construction a plank from the new sawmill. This house still stands at North 28th and McCarver streets and about it are the fruit trees that McCarver planted. The *Gussie Telfair* was the first ocean-going steamer to plough the waters of Commencement Bay, and the date of her landing in Tacoma was March 17, 1869. The only passenger besides the McCarvers was A. S. Gross.

The little town, rough indeed, merely a mill settlement such as one sees now in the remote places, was on its feet by the time the mill was ready for operation. Around it had grown a few simple shacks which some of the bachelor workmen had constructed.

The first death in Tacoma was that of a Mrs. Martin, wife of a carpenter who worked in the mill. The exact date is not known, but it was some time in 1869. She was buried in the woods

in what is now Oakwood cemetery. Just after the casket was lowered the husband stepped near the grave, raised his arms in reverential and appealing attitude and sang in a fine baritone voice a song expressing his love for the departed helpmeet.

The first calaboose in Old Tacoma was a room in a livery stable, but in 1870 or '71 a little structure built of 2x4 scantling was spiked together. This stood in an alley between McCarver and Starr streets and 29th and 30th streets. It was as dark as a cave, unheated and forlorn, and it is said that its very appearance discouraged evil-doing. In 1874 a police station was built at 12th and A streets, and later on additional stations were erected at North 12th and G streets and at South 21st and Pacific avenue. The station at 12th and G streets afterward was removed to Old Tacoma and joined to the scantling station which before that had been removed to the dock and later to Starr street on the lower side of 30th street where it still stands. William R. Kahlow was the first constable.

McCarver meanwhile continued to write to eastern friends of influence and to contribute to the press articles in enthusiastic praise of Tacoma as a railroad terminus. He was the subject of considerable ridicule. Portland, Olympia, Steilacoom and Seattle newspapers lampooned him over and over and some of his friends even found sport in raillery at his great expectations. McCarver believed from the day he first dropped his sounding lead into the bay that he had found the natural terminus for the Northern Pacific Railroad and he seemed to have no fear whatever that Olympia, Steilacoom or Seattle would offer serious rivalry. The hopes of the village had run high when in 1868 two railroad companies were organized to build from the Columbia River to Puget Sound. The companies had the same name—"Puget Sound and Columbia River Railroad Company." One was incorporated under local laws by S. G. Reed, Sirius Olney, S. P. Jones and John W. Brazee; the other attempted to procure a charter from Congress but the measure was defeated by Northern Pacific interests. This company was formed by R. R. Haines, T. F. McElroy, Joseph Cushman, George A. Barnes, T. I. McKenny, Fred A. Clark, S. D. Howe, Marshall F. Moore, G. A. Meigs, Arthur A. Phinney, George V. Calhoun, Cyrus

Walker, A. A. Denny, P. D. Moore, C. E. P. Wood, Philip Ritz, D. S. Baker, E. S. Fowler, Hazard Stevens, Philip Keach and P. V. Van Trump.

At this time Ben Holliday, the leading transportation figure in Oregon, contemplated building a railroad to Puget Sound from the Columbia River. McCarver undertook to encourage this and was sharply assailed by the Olympia Transcript, but at the same time the people of Olympia were doing all they could do to make Holliday see Olympia as the terminus. However, the railroad, like dozens of others in that time, never became more than a beautiful hope.

## CHAPTER XII

1869—MRS. STEELE BUILDS HOTEL, AND BUYS FIRST LOTS—STEWART FAMILY COMES—LENA TACOMA BAKER BORN IN FIRST SCHOOL HOUSE—J. P. STEWART, FIRST SCHOOL TEACHER—COMING OF GEORGE E. ATKINSON, THE “SWEARING DEACON”—MRS. ACKERSON AN ACTIVE FIGURE—DANCING THE PRINCIPAL AMUSEMENT—THE VILLAGE’S FIRST SHOW AND FIRST BAND—FIGHTING FOR THE DRINKS—FORT STEILACOOM ABANDONED—FIRST POLITICAL MEETING.

Aside from the simple shacks of the mill employes, the first frame building erected in Tacoma was the Steele Hotel, in February, 1869, the lumber being brought from Seattle. The hotel came some time before the mill was completed. The hotel had twenty-four rooms, and Mrs. H. N. Steele, energetic, efficient and merry, quickly made a paying enterprise of her institution. Her hotel afforded a table somewhat famous throughout the Sound region, and the cleanliness of the establishment, squatted, as it was, in a wilderness of stumps and with anything but comely surroundings, is commented upon favorably to this day by those who remember it. Mrs. Steele’s husband had been a miner in the Cariboo country. Sometimes he was in funds, and sometimes he wasn’t. When he was Mrs. Steele invested in diamonds against a day of need. When that day came she hypothecated the gems, and with the proceeds she built her hotel. The building, or part of it, still stands in Old Town—a valuable landmark, and, unfortunately, a decaying monument to the intelligent industry of a brave woman.

Mrs. Steele had to buy her supplies in Seattle. To reach that point she walked to Steilacoom to take the boat; on the return she walked from Steilacoom to Tacoma.



JANET ELDER STEELE

She was the wife of H. N. Steele and she built the first hotel in Tacoma in 1869. Her daughter Ann'e, now Mrs. Charles E. Hill, and her son Floyd were the first children in Old Tacoma.



Mrs. Steele owned a handsome little pearl-handled pistol that was coveted by Sheriff Davisson, who frequently was a guest at her hotel. Again and again he tried to buy the weapon but failed and finally he borrowed it. Months elapsed without its return, and Mrs. Steele's appeals brought no results. Finally Davisson came to the hotel one day with an apology and a deed. He said he had misplaced the little weapon, and by way of compensation he proposed to give to Mrs. Steele a deed to two acres of land at the corner of South Twelfth and Sprague streets, where he had a preemption claim. Mrs. Steele in after years sold the land to J. S. Howell for \$2,000, and Howell built his home there. The house still stands.

The Steeles bought the first lots sold in Commencement City, at Thirtieth and McCarver streets. They had an agreement with McCarver to pay \$300 for them if a railroad came to the place within five years, and \$100 if it did not. McCarver made similar agreements with many of the lot buyers in Old Town, to his sorrow, humiliation and financial loss in the years to come.

The Steele Hotel was operated until 1883, and sheltered a host of dignitaries in its day. Prominent singers, lecturers, railroad functionaries, congressmen and senators lodged there. It was a popular stopping place for those who were waiting for sailing vessels to take them to San Francisco.

The first family to settle in Tacoma after the building of the mill had begun was that of A. W. Stewart, who for a few years had been wagon-maker in the Government employ on the Indian reservation. When the Stewarts moved over from the Puyallup River Mrs. Hadlock, wife of the mill builder, who was here only temporarily, and Marietta Carr, were the only women in the vicinity of the mill site. The Stewarts moved into one of the little mill shacks in a gulch. One of the Stewart children was W. W. Stewart, who now lives on McKinley Hill. Another was Annie, now Mrs. C. H. Stoltenberg, and a third was C. A. Stewart, a tiny infant. He was the first white baby in what is now Old Tacoma. Mrs. Stoltenberg tells how Lucius Starr essayed to engage his talents in agriculture. He managed by dint of much labor to clear a hillside sufficiently to plant a patch of potatoes. A few days later a heavy rain washed his entire

"farm" to the foot of the hill. One night when Stewart was rowing home from the reservation a cougar, slipping along the beach, followed him almost to his very door.

Other early comers were William and Sarah Louisa Denny Baker, and to them, four months after they came here, was born a baby girl, who has the distinction of being the first child born in Tacoma. The date of her birth was February 4, 1870. They named her Lena Tacoma Baker. She married Harvey Johnston and died in 1897, leaving three children, Mrs. Eunice Newman and George Johnston of Sumner and Mrs. Mattie Schoonover, of Portland, Oregon. William Baker was killed by a runaway horse twenty-five years ago, but Mrs. Baker, now seventy-six years of age, lives with relatives in Sumner. The Bakers had five children when they came to Tacoma from Albany, Oregon, the eldest being twelve years old. Three of them still live—Mrs. Fred Spinning, Horace Baker and Lucy Baker Bonney, all of Sumner or vicinity. The family came from Clark County, Indiana, and were related to the Dennys who had much to do with the early building of Seattle.

Mrs. Baker says that when they came to Tacoma they found four dwelling houses, a saloon, a store and a hotel. The Bakers lived in a tent for two months, and then moved into the "lean-to" of a log house which the McCarvers had used for a short time while their house was being completed. In this log house J. P. Stewart, one of the early teachers in Steilacoom, was teaching the first school in Tacoma, with about thirteen children, all of whom belonged to the Baker, A. W. Stewart and Fleetwood families. In the "lean-to" little Lena Tacoma was born, with no physician within miles of the place. Mrs. Baker remembers that at the time they came the Carrs, McCarvers, Hadlocks, George T. Vining, afterwards drowned when the steamer Pacific sank, and the Carsons were the only persons living in "Old Town" except the transients employed about the mill. Mr. Carson owned a ranch in the Puyallup Valley. He came to find employment in the mill, and Mrs. Carson washed for the sailors when the boats came in. They had two pretty daughters, Hattie and Helen, whom the neighbors called the "swamp angels" because they lived in a shack in the gulch below the footbridge leading to the mill.



LENA TACOMA BAKER  
First white child born in Tacoma



MR. AND MRS. WILLIAM BAKER  
Parents of Lena Tacoma Baker



The second child born was Annie Lansdale, daughter of Dr. and Mrs. Lansdale. She became the wife of Supreme Judge Milo A. Root, and the third was Floyd Steele, son of Mr. and Mrs. H. N. Steele. He now lives in Alaska.

Coming to the townsite on the Samoset in 1869, to remain for many years, George Edwin Atkinson, born in New Brunswick, quickly took a prominent place in the community. He was a man of rough exterior but of fine heart qualities. He became storekeeper at the mill, and later superintendent of the plant. He was justice of the peace and acting coroner. For eighteen years he served the company and the community. He was one of the founders of St. Peter's Church, where he was a regular attendant, and at times lay reader. He became known as "the swearing deacon." He was much interested in lifting men out of the saloons and into the church, and it is told of him that he not infrequently passed through the uneven streets of the village, opening one saloon door after another, and shouting:

"I want every d—d one of you to come to church tonight, and you'll each put fifty cents in the plate!"

Usually he was followed back to the little meeting house by a goodly company, and now and then one of his followers was meek and lowly under the influence of a spirit not dispensed by the gospel.

On one occasion a man placed \$1 in the plate and asked for 50 cents in change.

"Kaufman will give you your change," said the "deacon" as he passed on. Kaufman was one of the several saloonkeepers.

Two small boys who sat in front of Atkinson at a service became somewhat noisy. Atkinson's patience at length wore out. Rising, he took each of the youngsters by the scruff of his neck, and set them down hard, three feet apart, with the admonition, audible over the church:

"Now, d—n you, sit still!"

One day Atkinson, pipe in mouth, stepped outside to ring the bell, puffing as he pulled the rope. Completing that task he returned to the back room where he laid aside his hat and picked up his book from which to read the sermon. He walked into the auditorium dignified and earnest, lifted the book and essayed to

read when the presence of the pipe between his teeth dawned upon him. "D—n that pipe!" he said viciously, and loud enough to be heard over the church, as he crushed it into his pocket. Then he proceeded with the solemn duty before him.

He was generosity itself to the ministers who in the early days of the church came occasionally. Usually he gave Rev. Mr. Hyland a \$20 gold piece at the close of each Sunday's work. He found pleasure, too, in paying small boys to learn their catechisms.

Mr. Ackerson, one of the partners in the mill company until 1880, when he sold his interest to Hanson, lived in rooms over the mill store, and now and then his wife came up from San Francisco to visit him. Later on he remarried, his bride being Miss Brown, a San Francisco school teacher, and brought her to Tacoma. She was a gracious, helpful woman who took a great interest in the little community. She was a pianist of some ability, and in her rooms above the mill store the neighbors gathered frequently for music and dancing. She and Mrs. Andrew Hood, whose husband had been noted in Oregon history and who had come to Tacoma to be with her daughter, Mrs. Joseph Ralston, probably were the first Tacomans to undertake the beautification movement in anything like a systematic way. The rawness of the village almost appalled them. They went around among the little mill houses, giving away vines, in many cases planting them with their own hands, and encouraging the mill-workers to grow flowers and neat gardens. There are yet scattered about some of the berry bushes which they planted. McCarver himself was much interested in planting, and he brought to Tacoma the first apple and other fruit trees. He rode a mouse-colored mare about the townsite and its environs, visiting many settlers and encouraging them, and he was given the name "Old Yum-Yum," because he always was chewing something—not tobacco.

Mrs. Ackerson assisted energetically in school and church matters, contributing largely to the employment of school teachers, and for a time, when there was a shortage of money for school purposes, she and Miss Annie Wolff conducted the school in the mill company's cookhouse.

Dancing was the principal amusement. Any study of pioneer life, nearly everywhere outside of the early Puritan settlements,

quickly brings to the surface the fact that the dance has been the premier pastime. Some of the pioneers danced across the plains, a lone fiddler by the campfire about which the dancers whirled softening the heartaches of the wilderness and relieving the nostalgia from which many suffered, even unto death. Homesickness and fear filled many a grave along the Oregon trail. The settlers danced in their blockhouses and forts; they are still dancing in the cookhouses and cabins in the mill settlements and mining camps.

“If it had not been for dancing we all would have died from homesickness,” said Mrs. Joseph Ralston, now in her eighty-second year.

In Old Tacoma they danced in the Steele Hotel, in the warehouse on the Hannah Wharf, in the cookhouse and in the little homes, to piano, violin or accordion. Now and then they had other entertainment. The first “show” that came to Tacoma was Bosco, a sleight-of-hand performer. C. P. Ferry persuaded him to give an entertainment here, and Ferry joined in the enterprise, agreeing to share the losses or the profits. Ferry, as well as Bosco, cleaned up a pocketful of small change. The village was hungry for novelty.

Now and then the community enjoyed choir singing by sailors on the ships. Sometimes the sailors came ashore and sang in church.

Then there was Bethel Hall, opened by Rev. George H. Atkinson, a Congregationalist, and at first supplied with little more than a few religious tracts. This religious worker was especially zealous in persuading the men to sign the temperance pledge and many did so—a somewhat heroic deed in a day when more or less drinking was almost universal, and when the bar was considered a necessary adjunct to community life. When the Steele Hotel opened it had its bar. The bar was an appanage of nearly every hotel, large or small, in that day. The Steele hotel bar, however, was operated in a very quiet way, and by a man of intelligence and character, Johnny Fuller. He afterward married Mrs. Steele.

In the early '70s Old Tacoma had a brass band, directed by a Mr. Bisbee who compensated with enthusiasm what he lacked

in musical training. The band had five members and its repertoire was limited to five pieces. Its star selection was the "Cecilia March." Often it went out serenading, and it was the custom of those honored by its call to rise from their beds and set a lunch for the players. Sometimes these serenades continued through most of the night. The band went out of existence after a short career, the Portland firm from which the members had bought their instruments seizing them for nonpayment.

There were coarser amusements. Fighting for the drinks was one of them. This was a sort of free-for-all bout, usually refereed with some regard for the rules of the game, and took place in a saloon. One after another, men who had faith in their fists entered the improvised ring, and went at it hammer and tongs. Sometimes one man would whip all of those who offered themselves. The man who made the poorest showing had to treat all hands. Now and then one of these fights wound up seriously, and the merchants at length determined to employ a night marshal. One of these functionaries was a man named Davis who was accompanied on his nocturnal rounds by a bulldog. This animal strayed away, bothered a farmer with his howling and was shot. Davis sued the farmer for \$99 damages but lost the case. Davis ever afterward was known as "Bull-dog Davis."

For a short period in the early '70s Tacoma had a brewery of small capacity, but its two owners seem to have been its best patrons and they "drank it up." A man and his wife then undertook the management and it became notorious as a "robbers' roost." Sailors, Indians and Kanakas gathered there in numbers and fights and robberies were frequent. The sheriff finally came down from Steilacoom to arrest the woman for selling whiskey to Indians. She asked for time to dress. The sheriff gallantly complied, but after waiting for an hour or so he became impatient and entered her room. She had taken to the woods. She next was heard of in Victoria. One Carsner, with a yoke of oxen, was the wood carrier for the community. He, his wife and four or five boys lived in the tiniest of shacks. Each of the boys had six toes on one foot. The family was called "the six-toed Carsners." Carsner moved to Kalama as he said too much civilization was coming to Tacoma to make life agreeable.



CHAPLAIN R. S. STUBBS

A pioneer in religious work



Fort Steilacoom, occupied by the military for nineteen years, had been abandoned April 22, 1868. Capt. Charles H. Pierce was the last commander there. Battery E, Second Artillery, the last force at the fort, having five officers and 124 enlisted men, was sent to Fort Tongass, Alaska. When the flag was hauled down for the last time Hon. Elwood Evans was on hand and he procured it. He gave it to Ferry Museum a few years ago, and it is now a prized relic there. The old buildings at Fort Steilacoom, twenty-five in number, were sold to the territory for \$850, the land was donated, and August 19, 1871, the property became the territorial hospital for insane. To it were removed twenty-one patients who had been cared for at Monticello. Hill Harmon became superintendent and contractor for keeping and clothing the hospital's inmates. He repaired the old garrison buildings and afforded what comforts he could to the unfortunates. C. W. Boeschen was the warden and Dr. S. Hemenway was the resident physician. One of the women patients professed to have had 750 children. Among other amusement features at the asylum in that day was a roller-skating rink.

Fort Steilacoom was abandoned with the expectation that a new fort would be established at Point Defiance, this transference of military activity having been recommended by General Harney, in command of the department of Oregon. The general wrote under date of July 19, 1859, that Fort Steilacoom was badly located, being a mile from the Sound and without military advantages. He was of the opinion that the impenetrable forests forever would preclude railroad transportation and that the Sound would have to be depended upon. He therefore concluded that the positions which commanded the Sound would be the military points of protection and defense.

"I would therefore respectfully suggest," said his letter, "that Fort Steilacoom be considered a temporary establishment until a proper site to cover the head of the Sound is hereafter named. I consider Point Defiance, on the east shore of the Sound, some sixteen or twenty miles to the north of Fort Steilacoom, as a proper site for this purpose. This point commands the Sound, it being about half a mile wide to the opposite shore; the bluff is some eighty feet high, a sufficient back country, with good anchor-

age and shores for wharfage. A battery of guns here would close the head of the Sound to the largest fleet."

General Harney's advice was not then obeyed, he not then being favored with the friendship of the head of the army, Gen. Winfield Scott, but the war department established a reservation of 638 acres, September 22, 1866, and this was approved by President Andrew Johnson. The reservation was never put to military uses and in 1888 the City of Tacoma was given the authority to occupy it as a park. In later years additional rights were conferred upon the city and it led up to a squabble which had the community by the ears for several weeks, arousing cholera here and risibles there.

In 1854 George Gibbs and Doctor Cooper had surveyed Point Defiance Park. Robert Hamilton and William Lane carried the chain and Washington Downey was axman. Mr. Lane says that when they had reached the extreme point Doctor Cooper remarked with enthusiasm: "A fort here and a fort there (pointing to Vashon Island), could defy the world. We will call this Point Defiance."

John W. Ackerson presided over the first public political meeting held in Tacoma when Selucius Garfield, republican nominee for congressional delegate, and a gifted orator, met in debate here J. D. Mix, democratic nominee. Accompanied by a brass band and singers, Garfield came from Olympia on the steamer Favorite. Both nominees had spoken at Steilacoom on the afternoon of May 30, 1870. Personalities of a sharp character had been exchanged, and when they clashed that evening in a barn loft in Tacoma, it was no angelic spectacle that the audience witnessed. Mix assailed Garfield with redoubled fury. Garfield devoted an hour and a half to the Northern Pacific Railroad, to the assistance of which he promised his support. Next day Mix proceeded to Seattle by canoe, with an Indian as motive power, while Garfield and his party traveled by steamer. In the election the first Monday in June, the voters of Tacoma precinct cast thirty-five votes for Mix, seventeen for Garfield and one for Blinn. The officers of election were: M. M. McCarver, inspector; George T. Vining and F. C. Miller, judges; Anthony P. Carr and A. C. Lowell, clerks. Pierce County was democratic for

many years. Two years later Garfielde was defeated, the voters of the Tacoma precinct showing their disfavor along with the remainder of the territory. Garfielde went to Washington City some time afterward, became the proprietor of a notorious resort and died there, his brilliance besotted with crime.

A never-failing source of interest were the Indians who hovered about the settlement in considerable numbers. They were very friendly and not infrequently entered the houses without invitation and squatted around the fires. They brought from the reservation berries and vegetables, making themselves, in this respect, very useful. They also peddled game, shellfish and salmon. They were ready to trade these commodities for rags, which they converted into carpets that found a ready sale among the settlers. The squaws knitted socks and sold them to the stores, which in turn sold them for a very much higher price. The Indian-knitted sock still is in demand, men who do heavy work in the open preferring them to any other kind.

Among the Indians who became well known were "Gen. Marcellus Spot," Chief Sitwell, "Boston," "Shot-mouth Charley," and Stanup, a gracious and quite substantial character who, for a time at least, was the chief purveyor of vegetables to the leading families. He took a prominent part in Catholic affairs on the reservation, but afterward became a Presbyterian, and his son, Peter, became a Presbyterian minister.

One of the characters of the village was a man named Wilson, who owned a saloon. He was not popular and was the butt of many jokes. On one occasion the jokers decided to hold a mock funeral over Wilson. They hired a spring wagon and two horses, and loaded into the vehicle a coffin which they had nailed clumsily together. Crepe was used most ostentatiously, especially lugubrious in its adornment being a keg of beer which was set on top of the coffin. The cortege crept up over the hill, following the rude trail which afterward became the "Steilacoom road" and proceeded about three miles, when the horses took fright, ran away, and returned to the village with only half of the wagon.

## CHAPTER XIII

PHILIP RITZ SUGGESTS NAME "TACOMA," TAKEN FROM WINTHROP'S BOOK—ACKERSON SUGGESTS "SITWELL"—WHO SITWELL WAS—CONTROVERSY OVER THE QUESTION, "WHO NAMED TACOMA?"—MC CARVER, FERRY, ACKERSON AND THE CARRS EACH CLAIM HONOR—"GENERAL SPOT"—MC CARVER ANNOYED BY THE ACTION OF THE CARRS—JOB CARR BECOMES FIRST POSTMASTER—ANTHONY CARR FITS UP TELEGRAPH OFFICE—FIRST ELECTION HELD—FIRST MARRIAGE IN TACOMA—FIRST SCHOOL DISTRICT ESTABLISHED—SCHOOL HOUSE SET ON FIRE—RAID ON RESERVATION LANDS.

The name "Commencement City" quite naturally had fastened itself upon the embryo city. Lacking both euphony and brevity, all of those interested in the success of the townsite operations early began discussing a suitable name, and out of it has grown a controversy, in some respects ludicrous, and so clouding the issues that the inquirer finds difficulty in attempting to settle the matter.

Two facts, however, loom out of the fog of dissension. The first is that the name "Tacoma" was suggested by Philip Ritz, then a notable character in Northwestern history. September 11, 1868, Mr. Ritz visited the townsite, spending considerable time with McCarver, and staying one or two nights with Job Carr. Ritz was a student of the Northwest, a wide traveler, a man of affairs with literary tastes and with a knowledge of Indian nomenclature, which he believed in preserving. Before coming to Tacoma he had been in Olympia, busy there with affairs in connection with the land office. W. H. Cushman, who recently died in Tacoma, had come West shortly before and had brought copies of all of Theodore Winthrop's books, among them, of



PHILIP RITZ  
He suggested "Tacoma"



GEORGE E. ATKINSON  
A factor in early church affairs and  
manufacturing



course, being "Canoe and Saddle." Ritz read these books with great delight, especially "Canoe and Saddle," and he talked about it freely with Mr. Cushman and others. In that book is found for the first time in literature the name "Tacoma," as applied to the mountain officially called "Rainier."

In spite of much Indian testimony to the contrary, Winthrop has been charged with having invented the word "Tacoma." It interests the student of early nomenclature, however, to know that on that memorable journey he also discovered that the Indians called Mount Baker "Kulshan," and the Sound, "Whulge." Bitter rivalry has not risen to charge that he invented either of these. Winthrop was a better listener than some of those who followed him. Undoubtedly "Tacoma" is an Indian word; undoubtedly Winthrop heard the Indians apply it to the mountain.

Ritz was charmed with the euphony and meaning of the name "Tacoma" and he pressed it upon McCarver and Carr, and probably upon Ackerson, as a suitable name for their city. That it was favorably received may be assumed from the fact that Anthony Carr, M. M. McCarver, John W. Ackerson and C. P. Ferry each has claimed the honor of applying it to "Chebaulip."

The second fact is that McCarver, Steel and Starr, being the owners of the townsite were the only ones who legally could apply the new name.

October 23, 1868, Lewis M. Starr came from Portland and a meeting was held, Starr, McCarver, Ackerson and Hadlock being present. They discussed the matter of a name for the town. McCarver's able biographer, Thomas Prosch, says that McCarver then presented the name "Tacoma" and urged it with zeal; that Starr hesitated; that Hadlock immediately assented; that Ackerson said he had no town to name but that if he had one he would call it "Sitwell," the anglicized name of Chief Sitwulch, of the Puyallups; that McCarver afterward called on Job Carr and found him ready to accept the name "Tacoma."

Chief Sitwell lived west of the Puyallup River just about where the Chicago, Milwaukee & St. Paul railroad track crosses, and he was one of the best friends the whites ever had. He was a tall, straight and handsome Indian, and he was insistent upon

first-class schooling for the Indians. He was present at the Medicine Creek treaty negotiations and was one who was not in favor of accepting the fine promises made in the treaty, covering plows, harrows, etc., which the government never provided, but he stood strongly for schools. He stood by this principle vehemently and it was largely his influence which procured the setting aside of 640 acres as school land. This land embraced a large part of what is now McKinley Hill. The sale of it yielded an enormous sum to the Indian school fund. He is buried in the Indian cemetery near the Cushman Trades School, along with a number of other notable Indians.

In the last week in October Steel, Starr and McCarver met in the First National Bank in Portland, and there agreed on a lot-selling program, and C. P. Ferry, in his capacity as occasional secretary to McCarver, was asked to run his pen through the legend "Commencement City" on the map and substitute therefor "Tacoma." It was accordingly done, and the altered map now hangs in the Ferry Museum.

On November 23 the Seattle Intelligencer said:

"The name of the new town laid off by General McCarver and known as Commencement City has been changed to 'Tacoma' after the Indian name of Mount Rainier."

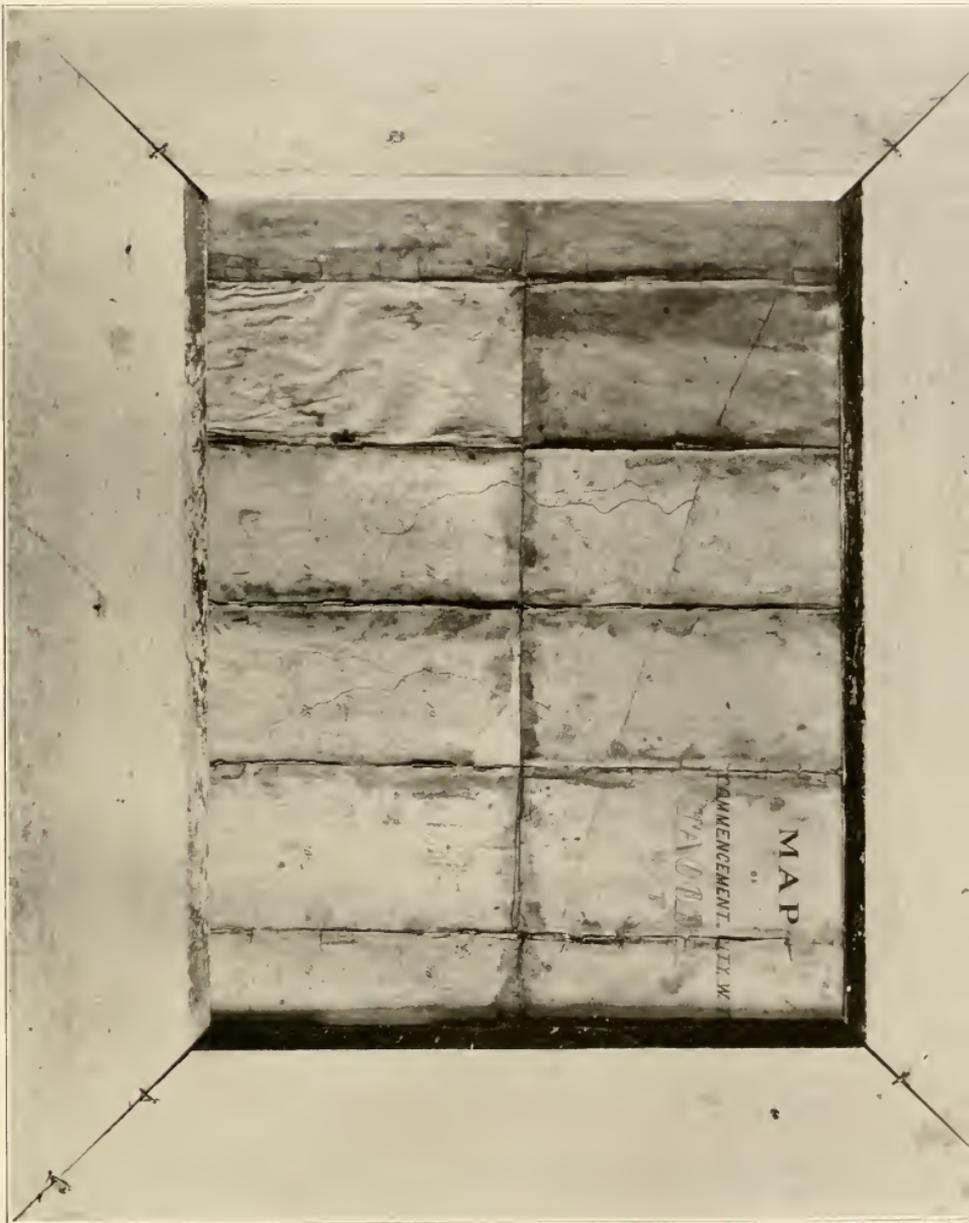
Howard Carr's diary makes no mention of any discussion over the name, but the name "Tacoma" appears in the entries of September 28, and December 6. The first one says:

"Got to Olympia at 10 A. M. and put up at Tacoma."

The second:

"Hurrah for Tacoma. Father and I came down in the first stage for the terminus."

The first entry refers to the Tacamah House in Olympia, which had been opened for business by Hays & Drewry May 6, 1867—more than a year before the name was given to Commencement City. September 2, 1866, two years before Tacoma got its name, the Tacoma Lodge of Good Templars had been organized in Olympia. The name is said to have been suggested by Edward Giddings. Now whether either of these names was bestowed as a result of Ritz's enthusiastic admiration of it is not known, but neither of them, as far as Mr. Cushman remembered, antedated



MAP  
OF  
THE COMMENCEMENT OF THE  
TACOMA FERRY

THE FIRST PLAT OF TACOMA  
Original in the Ferry Museum



the visit of Mr. Ritz to Olympia, at which time he read "Canoe and Saddle." Mr. Cushman thought that Ritz read the book in 1865 or early in 1866.

It may be said that Mr. Ritz's influence probably would not have been necessary in spreading the fame of the name, the popularity of which is attested by its having been adopted in many places over the continent.

In October, 1878, the West Shore published the following:

"Previous to the location of the mills General McCarver, believing that Carr was right, settled down there (Commencement Bay) and named the place Commencement City. After deciding to locate at that point Mr. Ackerson did not fancy the name and therefore renamed it Tacoma, after the Indian name for Mount Tacoma (Rainier), the beautiful snow peak near the bay. The General protested, but Mr. Ackerson was firm, and as Tacoma it is known yet."

That, so far as can be learned, is the first printed omen of a controversy over the name, which became somewhat bitter ten years later. Mrs. Ackerson wrote to the Post-Intelligencer of Seattle December 16, 1890:

"The name Tacoma was conferred upon the city on Commencement Bay by John W. Ackerson. \* \* \* \*"

July 24, 1903, Mrs. Ackerson again wrote:

"Mr. Ackerson bought land of Mr. Carr and built the mill which commenced running in 1869 and has run ever since. While walking on the beach one day thinking about what name to give the place Mr. Ackerson met 'Chief Spot' from the Puyallup Indian reservation. Stopping him and pointing to Mount Rainier he said: 'What do you Indians call that mountain?' 'Tacoma,' replied Spot. 'There, that shall be the name of the place,' declared Mr. Ackerson. 'But what do you Indians understand by that name, Mount Tacoma?' 'It means the big mother of all.'

"Mr. Ackerson then communicated to the business house with which he was connected in San Francisco the fact that he had named the place 'Tacoma'."

Now rises Thomas Prosch, whose advocacy of General McCarver, while naturally spirited by his kinsmanship, is marked nevertheless by a careful inquiry.

"The date of naming by Ackerson," says Prosch, "is said to have been October 26, 1868, presumably this walk on the beach was on that day. There are certain objections to this story which entirely destroy it."

Mr. Prosch then asserts that the beach near the mill was so uninviting that few persons ever used it unless compelled to do so. He says the mountain itself could not be seen from "any point on the beach within about a mile of the mill." Mr. Prosch further asserts that General Spot could not talk English at that time and Ackerson could use neither the Indian language nor the Chinook jargon; he adds that Mr. Ackerson was not in Tacoma on the date mentioned but was on his way to San Francisco.

If Spot did not know the language then he learned it with some fluency soon afterward, if the following story, told by Thomas L. Nixon, may be accepted:

"Spot was a Catholic, and sometimes when the priest was absent on a Sunday, Spot would hold the services. One Sunday I, with others connected with the railroad surveys, was up the valley and dropped into the church when Spot was in the midst of a prayer. Out of the corner of his eye he saw the white men, and deeming it prudent or complimentary to direct the Almighty's attention to the visitors, his prayer took a turn something like this: 'O Lord, the Indian doesn't have a fine church as the white man has; the Indian doesn't have fine red carpets on the floor as the white man's church has; the Indian's church doesn't have fine wallpaper like the white man's church, and it hasn't a tall steeple, but O Lord, the Indian doesn't give a damn as long as the heart's all right.'"

Mr. Prosch attempted to clarify the situation in 1905 by procuring statements from Mr. Hadlock and Mr. Steel. Mr. Hadlock's statement says:

"Just before starting for Portland General McCarver got Mr. Ackerson, myself and Starr together and, directing the conversation to us all, asked how we would like the name 'Tacoma' for the town. I readily agreed to it and so did Mr. Ackerson. I had no objection to the name, but would have agreed to it anyway as I considered General McCarver the principal promoter of the town and that he had the right to give it such name



MR. AND MRS. JOHN W. ACKERSON

Mr. Ackerson came to build the Old Tacoma Mill. Mrs. Ackerson asserts that her husband named Tacoma



as suited him. We felt no particular interest in the town at that time. Our interest was in the mill. Not so with Mr. Starr. He had money invested in land there on account of the prospects of the town. He hesitated somewhat, but did not object to the name. This is the first time I had heard the name Tacoma, and I believed General McCarver to be the author of it."

Mr. Steel's statement says:

"We concluded that Commencement was too long a name, and at the suggestion of General McCarver we changed the name to Tacoma. Neither J. W. Ackerson nor any other person had anything to do with naming the place 'Tacoma' so far as I know. The name was decided upon by Mr. Starr, General McCarver and myself. In the offices of the First National Bank, Portland, and as I have said, at the suggestion of General McCarver, who informed Mr. Starr and myself that that was the Indian name for Mount Rainier."

Whatever influence Mr. Ackerson may have had in impressing the name Tacoma on his partners really had little to do with the case, as they were interested in the mill and not in townsites. Little matter how desirous they might have been to have chosen the name for the town, it was beyond their power to do so without the consent of Starr, Steel and McCarver. McCarver was regarded as the active figure in the promotion of the town and it was his duty and privilege to fix the name, with his partners' consent.

A further argument against the Ackerson case is that in the deeds which Ackerson prepared for the transfer of lands to his mill company in October and November, 1868, which it will be noticed is later than the alleged date of the General Spot interview, he did not use the word Tacoma, but described the lands in each of the deeds as being "in Commencement Bay."

Job Carr's version, published many years after the town was named, follows:

"We had some dispute about the name. General McCarver wanted to call it 'Commencement Bay,' but I did not like that name, nor did Mr. Ackerson. Then some one thought about naming it 'Sitwell,' after the old Indian chief at the reservation, but while we were discussing it one day my son said, 'Why don't

you call the town after the Indian name of the mountain?' 'What is that?' was asked. 'Why, "Tacoma,"' was the reply. 'That's as pretty a name as ever I heard,' said Mr. Ackerson. 'Let's call it Tacoma.' We agreed on that name."

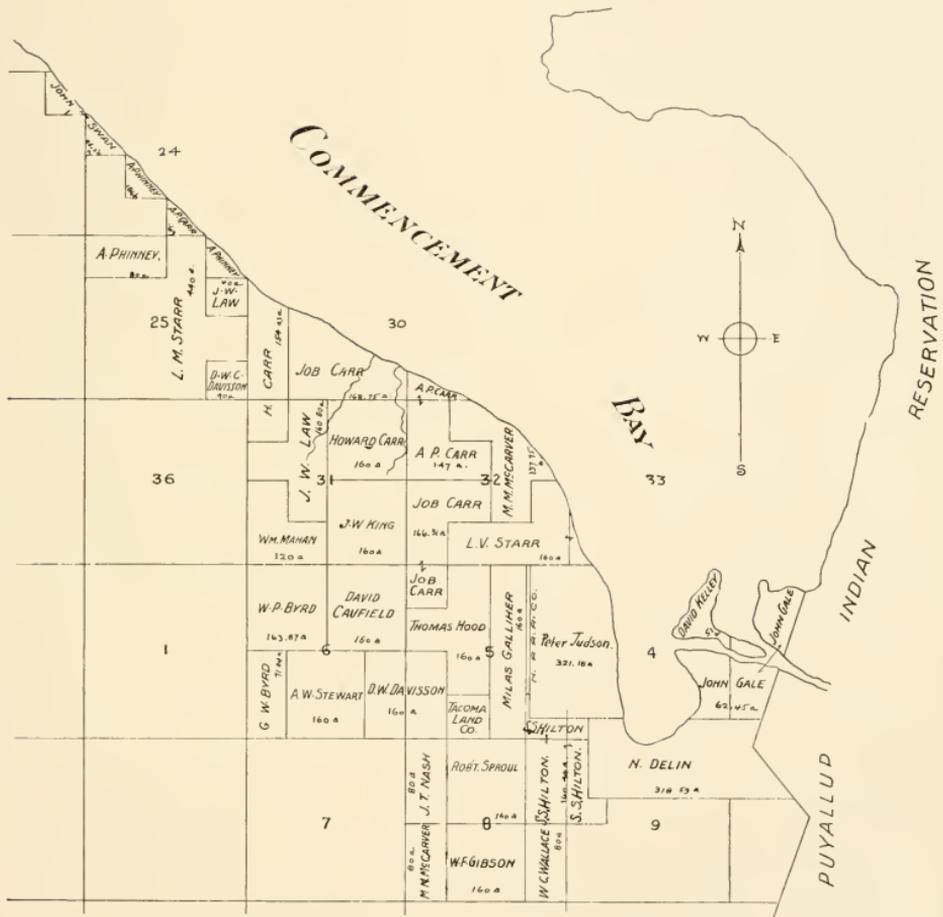
In the summer of 1869 the townsite promoters employed surveyors and 31 blocks were laid out. The most of the lots were 50 by 120 feet, 12 to the block, and 20-foot alleys were provided. Streets leading from the Sound were 100 feet in width, and they were named White, Steel, Carr, McCarver and Starr. On the maps and elsewhere "Steel" usually is misspelled, a final "e" being added. The streets running parallel with the bay are 80 feet wide; they were numbered. White Street was named after the surveyor, Charles A. White.

August 10, 1869, Steele and Starr acknowledged the plat "of the town of Tacoma, Washington Territory."

Yet that does not entirely dispose of the matter. No less an authority than Henry Sicade remembers quite distinctly of General Spot telling some thirty-five years ago the same story that Ackerson told. At that time "Spot" could speak English with some fluency. He described with considerable detail his meeting of Mr. Ackerson, of Ackerson's inquiries, and of his own replies, and he was quite certain that he and Ackerson had all to do with finding a name for the new town.

"Spot" was an Indian of considerable influence among his people. For years he was the Indian priest among the Puyallups, and he had memorized all of the prayers, etc., required in the services. He had, in fact, a rather remarkable memory according to all accounts. He was a large, fine-looking Indian, and he loved to lead the Indian parades on the Fourth of July dressed in his elaborate military uniform. From this fact he was given the title of "General," which he enjoyed to the end of his life. He was regarded by the Indians as a truthful and well-balanced man.

Mr. Prosch's assumption is that the alleged conversation between Ackerson and General Spot took place on the beach, but, if it took place, it probably was on the "beach trail," so called because it came along the bluff above the beach. This trail is well remembered by old settlers, who often refer to it, and from several points along it the mountain could be seen very distinctly.



CLAIMS OF TACOMA'S EARLIEST SETTLERS



McCarver and Job Carr had joined Steel and Starr in dedication but they did not then acknowledge, with the result that the filing of the plat was delayed for four months.

Anthony P. Carr employed A. W. Unthank to survey and plat five blocks—18 lots—and November 30, 1869, he filed his plat of the town of Tacoma. Thus Anthony Carr legally is entitled to the honor of first applying the name "Tacoma" to the town.

General McCarver was much annoyed by this. Carr in defense said that certain Portland interests had been at work west of the village and were preparing to file a plat, and his filing was made for the purpose of saving the town's name, postoffice, etc. Carr's action made it impossible for McCarver to file as he had expected. He therefore changed the name on his map to "Tacoma City." This was filed December 3, 1869. The next filing was by William P. Byrd, of his "addition to Tacoma City," January 28, 1870.

McCarver gave no deeds to Tacoma lots; he gave bonds which called for deeds at a later date. The reason for this was the proviso agreement concerning price. The buyers bought with the understanding that they would pay much more for their lots at the end of five years if the railroad came. The case of John T. Nash is typical. His was the only bond recorded. It was filed December 2, 1868, a year before the plat was filed. This was the first official record in which the name "Tacoma" appears. Nash paid \$100 for the bond; he was to pay \$200 more if the railroad came within a prescribed period, otherwise the hundred dollars entitled him to a deed.

March 25, 1869, Job Carr's house became the postoffice. Up to this time the mail had been carried from Steilacoom by Anthony P. Carr. A little later the postoffice was placed in the store of the mill company, and W. E. Ackerson acted as postmaster. When the telegraph wire was extended from Steilacoom, early in 1873, the office equipment in Tacoma was set up by Anthony P. Carr, who served as operator for about two months. He says the first commercial message from Tacoma was sent to Seattle ordering the tugboat Blakeley to Tacoma. The captain of that craft did not believe the telegram, and several

messages were exchanged before he became convinced that Tacoma was on the telegraphic map. In those days the telegraph had the tape as well as the sounder.

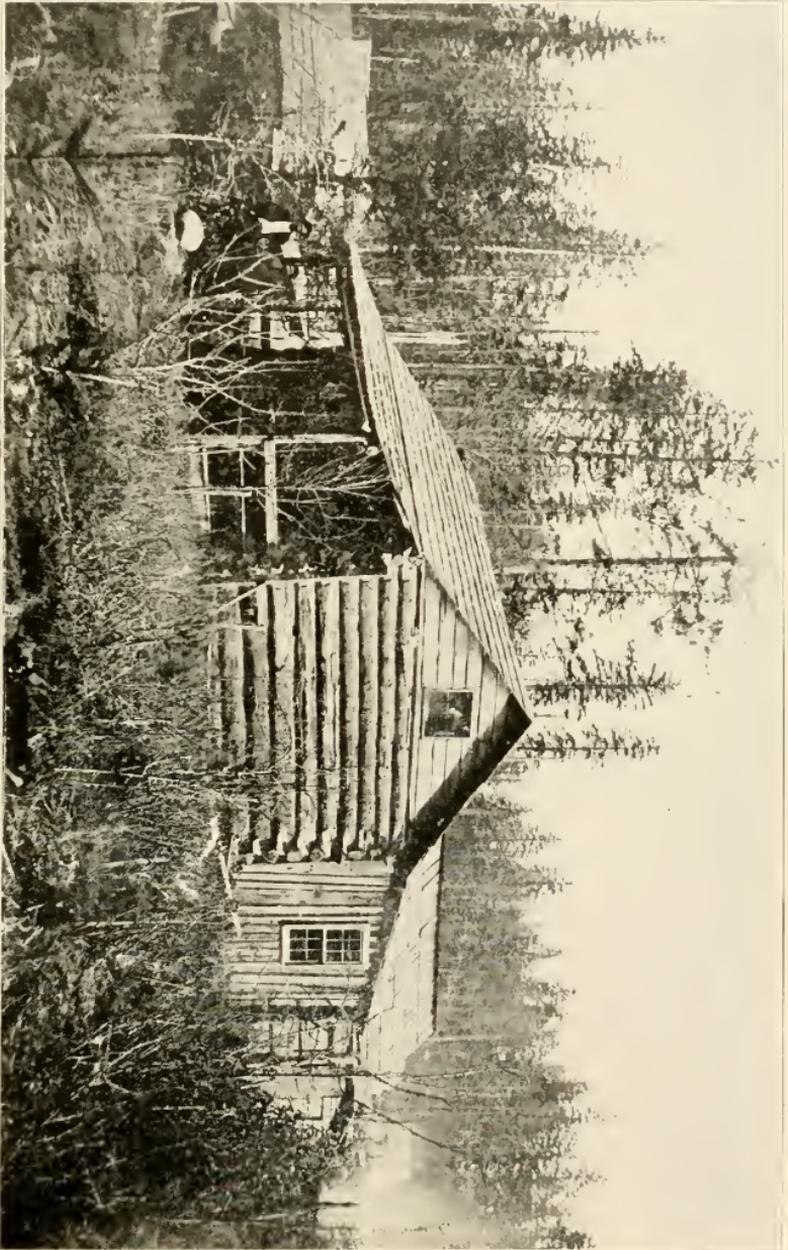
May 6, 1869, Tacoma precinct was established with H. N. Steele, inspector, and Job Carr and A. C. Lowell, judges. June 7 the first ballots were cast at Job Carr's house, and in all twenty-nine votes were cast. Thirteen of these were for Selucius Garfielde, republican nominee for Congress, and sixteen for Marshall F. Moore, democrat. Job Carr was the first notary public. He also had served as enrolling clerk in the territorial legislature, 1867-8, and was given a vote of thanks for the excellence of his service.

The first marriage was that of Anthony P. Carr and Miss Josephine Byrd, daughter of Mark, who was interested in the saw and grist mill at what is now Custer. The pair were married May 20, 1869, in Steilacoom, by Rev. R. Weston, a Baptist minister.

The first school district, No. 11, was established September 18, 1869, by County Superintendent E. P. Boyle, and A. W. Stewart was appointed to organize it. The townsite owners gave for school purposes a lot at Starr and Twenty-eighth Streets, and citizens contributed \$300 to build a schoolhouse. A. W. Stewart erected it. J. P. Stewart moved his school from the old Baker cabin into the new building. The second teacher in this building was Miss Virginia McCarver, and the third, Miss Jennie Torrence, of Maine. A. W. Stewart was the first Sunday-school superintendent.

George T. Vining was the first clerk of the school district. A few years later the schoolhouse, which was a simple affair, was set on fire, and the ten pupils lost all their books. It is supposed that this was done in order to get rid of the teacher, John Hipkins, whose habits were not consistent with his profession. He chewed tobacco while hearing his classes, and spat with frequency but with admirable precision. It was said, too, that he even appeared in the schoolroom after too many visits to the bowl. In any case he was not an ornament to education. The fire, however, did not dispose of him. He moved the school to another building.

In the fall of 1869 a rumor spread over the Northwest that the



THE FIRST SETTLER'S HOME IN OLD TACOMA

Built early in 1865 by Job Carr, Jr. It was the first postoffice, and Carr was the first postmaster.



Indian reservation was a myth and that the lands really were open for settlement. Without waiting to discover the facts a number of whites rushed into the reservation and began the process of taking claims. The Indians were so surprised that for a time they took no action, but surprise was followed by anger and serious clashes were averted only by the tact of Superintendent Ross, who ousted the trespassing whites immediately. In the Legislature in the fall of '69 a law was passed authorizing the building of a territorial road from McAllister's bridge in Thurston County to Tacoma and thence to Snoqualmie Prairie. D. W. C. Davisson, A. Williamson Stewart, and B. F. Brown were named as viewers. Fred A. Clarke represented Pierce County in the Legislature. He procured the passage of a memorial to Congress, asking that "Tacoma" be included in mail route No. 15,400, which was the route including Victoria and Olympia. Clarke introduced another bill providing for a road from Yelm Prairie to Tacoma.

The first map on which Tacoma appears was of Western Washington, issued by Hazard Stevens, in 1870.

## CHAPTER XIV

1870—FIRST ASCENT OF MOUNT TACOMA BY STEVENS AND VAN TRUMP—TACOMANS AT FIRST REFUSE TO BELIEVE IT—CAREERS OF THE TWO EXPLORERS—VAN TRUMP'S ACCOUNT OF THE ACHIEVEMENT—IN AFTER YEARS A SPURIOUS SLUISKIN CLAIMS HONORS.

About the middle of August, 1870, the village heard the report that Gen. Hazard Stevens and P. B. Van Trump had climbed Mount Tacoma. The story did not receive much credence, and was the subject of considerable debate by the wiseacres who daily gathered in favorable weather beneath the great maple tree that stood in front of Mrs. Steele's hotel. This was the town's forum; here McCarver's operations were discussed and sometimes lampooned; political problems were aired, and community betterments considered. The early settlers believed the ascent of the mountain to be wholly impossible. One of the reasons for this was the failure of Lieut. A. V. Kautz to reach the summit in July, 1857, though he made a brave attempt. The hypercritical doubters made the most of this at the expense of Stevens and Van Trump.

General Stevens, still living in Olympia, was the son of Gov. Isaac I. Stevens, and has had a distinguished career. Born in Newport, R. I., June 9, 1842, he came to Washington Territory with his father, whom he accompanied, though then only thirteen years of age, on hazardous journeys among the Indians with whom treaties were being made. He twice crossed the Rocky Mountains, once in winter, and on one occasion he rode 150 miles in thirty hours to carry important dispatches to the Gros Ventres Indians. He entered Harvard in 1860, but left there at the close of his freshman year to join the Union army as a private soldier,

and he was wounded at the battle of Chantilly, in which his father was killed. The youth was repeatedly commended and was promoted for bravery, and at the close of the war he had attained the rank of brigadier-general, though only twenty-three years of age. He was the youngest brigadier in the Union army. He held many positions of honor and trust after his return to the West.

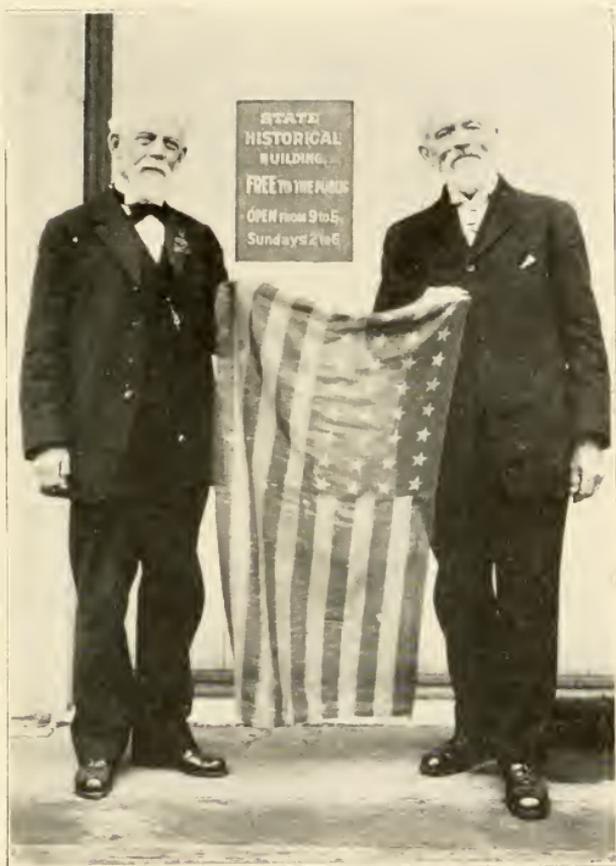
Philemon Beecher Van Trump, now living in Binghamton, New York, was a citizen of Washington for many years. He was born in Lancaster, O., December 18, 1838, the son of Philadelphia and Marie Louise Van Trump, and the grandson of Gen. Philemon Beecher, a member of Congress from Ohio. His mother was a cousin of the wife of Gen. W. T. Sherman and of James G. Blaine. His father was an able editor and lawyer, three times a member of Congress, and county judge. Young Van Trump studied in Kenyon College and the University of New York, and disappointed his father when he concluded that he was not fitted for the law. He loved the open too well, and in 1865, with three companions, he crossed the plains in a prairie schooner and futilely prospected for gold in Montana, then tried ground sluicing at Idaho City, but his claim quickly "petered out."

He and a companion then decided to come to the coast, but they were without funds. Good fortune crossed their path in the person of a crippled man with three yoke of fine oxen and a saddle horse. He said he was returning to Umatilla, Oregon, and he agreed to give free passage to Van Trump and his partner if they would help him with the oxen and do the cooking. It developed that he did not own the outfit, which belonged to a freighter in Oregon. Shortly after they had left Boise City the man said he had forgotten something and must return. He instructed Van Trump and his companion to proceed and he would overtake them. But he disappeared, taking his employer's horse and collecting a considerable sum of freight money that was not his. A few days later they met a prosperous-looking traveler, who offered them \$700 for the oxen and wagons. The property not being theirs they refused to sell, came on to Oregon and, after some search, found the owner of the outfit, who was delighted to recover it. They walked to The Dalles where Van Trump sold

his revolver for enough money to pay their boat fare to Portland. After working at whatever he could find to do for several months he determined to go to San Francisco, but he did not get a boat, and finally he walked to the Sacramento River, where he took a boat for his destination. There he earned enough to buy a ticket by way of Panama for the east coast and returned to his home. But in 1867, his brother-in-law, Marshall F. Moore, was appointed Governor of Washington Territory, and he returned West with the Governor and his family, and became Governor Moore's private secretary. Governor Moore died in 1870. In 1873 Van Trump married Cynthia Shelton, daughter of Levi, a well-known pioneer. He ranched for a time, and was for ten years post-master of Yelm, where he kept a general store. His wife and daughter, Christine, both died in 1907. Christine Falls, on Mount Tacoma, was named after the daughter. In 1874 he brought a boatload of vegetables and fruits from his ranch, seven miles below Olympia, to "New Tacoma." He found here a "busy, bustling and inspiring scene." Real estate agents were doing a land-office business; many persons were living in tents; new people were coming by every train and boat. His vegetable venture, however, was not a success. He found the new town well supplied by the ranchers and Indians in the neighborhood.

General Stevens and Mr. Van Trump both wrote interesting accounts of their ascent of the mountain. Mr. Van Trump has told the story to a number of Tacoma audiences. He is known by most of the Tacomans who have spent vacations on the mountain, and is held in such high esteem by them all that it is deemed proper here to include his story of that great adventure, in order to preserve it the more securely. Mr. Van Trump's first written account appeared in the October, 1900, *Mazama*, after having been read before a meeting of Mazamas in camp on the mountain. July 29, 1897. It follows:

"If it be fitting at all for me to address this goodly company, among whom, notwithstanding those who have already spoken, there are doubtless not a few distinguished and accomplished persons immeasurably better qualified than I to interest you, and who could, in addition, ably instruct, it is appropriate perhaps that I should speak of the early efforts at mountain climbing



GEN. HAZARD STEVENS AND P. B. VAN TRUMP

These two men were the first to ascend Mount Tacoma. They made the climb in 1870 and the flag they unfurled on the summit is shown.



in Washington Territory as connected with this grand peak, inasmuch as it fell to my lot in company with my esteemed friend, Gen. Hazard Stevens, to be the first ones to reach the real summit of Mount Rainier, or Tahoma, as the red man calls it, and the first to demonstrate or make known the fact that it is, like several of its companion peaks, a volcanic cone; in fact, that it possesses, unlike its sister peaks, a double crater. Before, however, entering upon the narrative of my first ascent of this magnificent mountain, which, through long years of contemplation of it, many visits to it, and not infrequent climbings to its lofty summit, I have learned to admire, nay love, as much as mountaineer ever admired and loved any mountain for its beauty, grandeur and the delight it may have afforded him—I want to briefly advert to a peculiar characteristic or singular notion of the early American tourist or sightseer.

“For many years in the past, and until a comparatively recent period, the American blessed with the adequate means and leisure who wanted to indulge his taste for sightseeing in nature or who desired to test for himself the alleged delight and fascination of mountain climbing, thought it absolutely necessary to cross the Atlantic for that purpose, densely ignorant of, or singularly indifferent to, the fact that his native land is as rich in scenic beauty and grandeur as perhaps any portion of Europe, and prolific in opportunities for mountain climbing as grand as that of the far-famed and classic Alps. Sir Martin Conway, the renowned mountain climber and author, artist and scientist as well, has been dubbed ‘the hero of two hundred peaks,’ a distinction earned by mountain exploits extending over a period of twenty-five years, and having for their theater of action the whole of the Alps, a considerable portion of the Himalayas and a not inconsiderable territory in Spitzbergen. There is one state in our broad and varied Union in which alone Sir Martin might have won the sobriquet of ‘hero of more than one hundred peaks.’ Coloradans are proud to claim, and doubtless the claim conforms to the truth, that there are within the limits of their state 110 peaks, the altitude of the least of which is not less than 12,000 feet above sea level, and forty of which have an altitude of 14,000 feet or more. We are told that Mount Hallett, in the northern part of the state,

has a summit clad in perpetual ice; that their Mount of the Holy Cross has an altitude of 14,176 feet; that Pike's Peak has a height of 14,376 feet, and that their Mount Blanca almost rivals Rainier here, its summit piercing the sky at an altitude of 14,400 feet above tide water. These Coloradan mountain giants are reinforced by other high peaks of the great Rocky Mountain chain, and on our immediate coast we have the numerous lofty elevations of the Sierras and grand Mount Shasta in California; Hood, Jefferson, Pitt, the Three Sisters and Mount Mazama in Oregon; Mount St. Helens or 'Lou-wala-cluh', Adams, Mount Rainier or 'Tahoma,' Mount Baker or 'Kulshan' and Mounts Constance and Olympus in Washington; while to the north, in the great chain that runs parallel to the mighty Pacific, Mount St. Elias, higher even than Rainier, lifts aloft its giant peak, still unconquered, unless indeed one or both of the parties now in the North have succeeded in reaching its summit.

"Happily the exploits of the pioneer mountain climbers of our coast, the efforts of the late Alpine Club of Oregon, the Sierra Club of California, and later the labors of the efficient and enterprising Mazamas, have done much toward dispelling the ignorance and indifference that once obtained in relation to the mountains and natural wonders of the great West, and have latterly called the attention of the outside world to our mighty mountains, grand glaciers, beautiful parks, lakes, streams and other places of charming resort to be found on the Pacific slope. But not alone to the scenic features and mountain attractions of the Far West did this ignorance or indifference of the early American citizen apply. It applied as well to the resources and general character of the country. We know that some of our statesmen, in early times, were perfectly willing and content to have the great Rocky Mountain chain constitute the western boundary of the Union, deeming all beyond it toward the setting sun barren and worthless; that even Daniel Webster, when he filled the position of secretary of state under Tyler, was at one time on the verge of relinquishing our claim to the Northwest Territory for concessions or advantages on the Atlantic seaboard, that, in the light of today, would appear pitifully insignificant compared with the present importance and value of this vast

region. \* \* \* Theodore Winthrop, in an Indian legend to be found in 'Canoe and Saddle,' has indeed pictured a brave of the ancient Nesquallies who sought and reached 'Tacobet's' summit in quest of the rich stores of 'hiaqua' or precious shells supposed to lie along the shores of the spirit-haunted lake of the summit, which venturesome native, for his daring avarice, the mountain deity hurled, bruised and stunned, far down the mountainside, there to lie for years in a Rip Van Winkle slumber, from which he awoke an aged, avarice-cured and wiser, if not a better Indian. But in this brilliant performance of Winthrop's it is somewhat difficult to tell just where the Indian legend ends and the paleface author's creative fancy begins. Where we read accounts of high mountain climbing in India, Asia or in the New World, we ever find that the dusky natives employed as guides or burden-bearers are loath to climb beyond a certain height, and that no persuasion can induce them to invade the summits of lofty peaks.

"The bold and indomitable Caucasian it is who down through history has conquered or successfully braved Nature in her angriest moods and most difficult forms, delving in pursuit of her hidden secrets to the scorching heat of the bowels of the earth, or climbing to heights where eternal winter reigns, and where no living creature, save this bold invader, has dared to intrude; climbing, climbing, until at last his astounding record is 23,000 feet above the sea; an altitude where the heart labors painfully, where the least physical movement is weary toil, where utter aerial stagnation and the weird and oppressive silence make life well-nigh unbearable, and where even the mere observing faculties become only semi-conscious. Such, at least, is the testimony of Sir Martin Conway, and such was his personal experience on the summit of Pioneer Peak, in the lofty Himalayas.

"It is pretty well established by the absence of Indian testimony, and even tradition on the subject, as well as by the well-known deterring superstition of the aborigines, that no Indian ever made a true ascent of Mount Rainier. The first white man to attempt to scale its summit, as far as any authentic record to the contrary is concerned, was Lieut. A. V. Kautz, of the United States army, afterward General Kautz, who made a brave and

patriotic record in the great War of the Rebellion. The statement sometimes met with in the literature of the mountain that Doctor Tolmie, in 1833, attempted the ascent and failed, is incorrect. As I take an interest in collecting what reliable data I can of mountain exploration, I, several years ago, personally interviewed Mr. Edward Huggins on the subject of the alleged attempted ascent by Doctor Tolmie. Mr. Huggins was a contemporary of Dr. Tolmie and was himself an officer in the employ of the Hudson's Bay Company. Mr. Huggins assured me that the statement is incorrect; that the Hudson's Bay Company's chief factor out here, Doctor Tolmie, did in the year named visit the mountain, but that it was on a botanizing tour, and that he did not intend or attempt to scale Mount Rainier's summit. The 1857 expedition to Mount Rainier by Lieutenant Kautz was and will ever remain remarkable in the history of the mountain for three things: first, it was the earliest of all attempts to ascend it; secondly, although Lieutenant Kautz did not reach the actual summit, falling short of it at least 1,000 feet, he clearly demonstrated, as we look back at his effort now, the feasibility of attaining it; and thirdly, he first established the fact that the United States contained a real, bona fide glacier, he having published, in a Puget Sound paper at that time, and afterwards in a San Francisco journal, a description of the main Nesqually glacier. The long and trying trip up the mountain and the hardships endured in the ascent, for which he was not properly prepared, had a marked effect physically upon the Lieutenant. He lost severely in flesh, and for a long time after his return to Fort Steilacoom he felt the ill effects of the expedition. About a year before the General's death he made the statement that as a result of the hardships of his early mountain expedition he contracted a physical ailment which clung to him up to that time.

“Just thirteen years and one month after Lieutenant Kautz left old Fort Steilacoom for the mountain, General Hazard Stevens and myself started from Olympia, Washington Territory, on our expedition—namely, on the 8th of August, 1870. I obtained my first grand view of the mountain in August, 1867, from one of the prairies southeast of Olympia. That first true vision of the mountain, revealing so much of its glorious beauty

and grandeur, its mighty and sublime form filling up nearly all of the field of direct vision, swelling up from the plain and out of the green forest till its lofty triple summit towered immeasurably above the picturesque foothills, the westering sun flooding with golden light and softening tints its lofty summit, rugged sides and far-sweeping flanks—all this impressed me so indescribably, enthused me so thoroughly, that I then and there vowed, almost with fervency, that I would some day stand upon its glorious summit, if that feat were possible to human effort and endurance. Let not the triumphant and facile climber of today, and perchance his equally successful companion of the gentler sex, smile too critically over the above strongly expressed sentiment, nor wonder immoderately that a feat which is now performed with no specially heroic effort, should have been precluded with a vow verging in its utterance on religious fervor. For be it known that in those early days there prevailed an almost universal belief that the heights of Mount Rainier were absolutely impregnable and that he who boldly expressed an opinion to the contrary, or who designed to attempt the feat was looked upon as one more abundantly endowed with audacity and foolhardiness than with brains and common sense. The typical old settler of that time ('57 to '70) held to his belief relative to Mount Rainier with great tenacity and with equal sincerity. To have questioned it would have been almost as grave an offense as questioning his loyalty to the territory and to have ridiculed it would have been equal to casting aspersions on his good citizenship.

“When Lieutenant Kautz confided to his brother officers at the fort his idea about scaling the summit of Mount Rainier they laughed at him, and when he actually started out to put his Quixotic idea into execution, the old settlers joined the garrison in treating the affair as a huge joke or ridiculous farce; and when the Lieutenant returned from the mountain, although they gave him credit for pluck and endurance and for what he did accomplish, still the fact that he failed to reach the old giant's pinnacle only added confirmation to their belief, and the doubting Thomases and wiseacres nodded their heads and gave utterance to the immemorial ejaculation, ‘I told you so!’

“When I made the acquaintance of General Stevens in the

latter part of 1867, I learned that he had made a similar vow about Rainier, and we therefore formed or entered into a compact to try the mountain together. Circumstances were not favorable for carrying out our cherished scheme till the summer of 1870. Early that season the General met and became acquainted with an English gentleman who was a member of an Alpine club in Europe and who professed to have had considerable practice in climbing among the Alps. He had then recently made a successful ascent of Mount Baker, an illustrated account of which appeared in Harper's Magazine. Mr. C., being himself desirous of trying Mount Rainier, readily agreed to make one of our party. We felicitated ourselves very much on this supposed valuable acquisition, thinking that with this experienced clubman as 'guide, philosopher and friend,' our chances for reaching the summit of the mountain would be greatly enhanced. Man in his ignorance of or blindness to the future oftentimes regards something in the present as of great virtue or signal benefit, which, under the crucial test supplied by the coming time, proves to be only an evil or a great hindrance. Unfortunately for us in the matter of rapid progress and more unfortunately still for himself, our new acquaintance proved a clog on the expedition rather than an aid to it. Mr. C. did not get as far as the base of the mountain even, as this narrative will show in due course. We hired two packhorses of Mr. James Longmire of Yelm, and employed him to guide us as far as Bear Prairie, from which point a search was to be instituted for a particular Indian with a fund of experience in relation to the lower slopes of the mountain and the approach to them, and whom we expected to employ as guide.

"We left Olympia on the 8th of August and traveled comfortably by carriage as far as the extreme settlements, thirty miles east. To this point a number of our friends accompanied us in carriages, camping one night with us and returning next day to Olympia. On the 9th of August we turned our faces determinedly and hopefully mountainward, Mr. Longmire riding a horse and taking charge of the pack animals, the three foot travelers bringing up the rear. In those days there was no royal road to Rainier, any more than down through the ages there has been any kingly thoroughfare to learning. In fact, there was no

road at all, not even a faint trail. The way was through almost impenetrable forests and entangling thickets, over innumerable prostrate logs and along occasional open river bars. The course, in the main, was along the Nesqually River bottom, now and then leaving it to cross an intervening mountain spur or ridge, and many were the times we forded the Nesqually in crossing from bar to bar, wading waist deep in the ice-cold water. On the evening of the fifth day out we reached and established permanent camp on Bear Prairie. Our experiences even before reaching this point proved to us pretty conclusively that our companion with a mountain record was going to retard us seriously in reaching and climbing the mountain. He was extremely conservative and deliberative in all his movements, and based his views and modeled his style of travel and mountain climbing on the European plan, lacking the philosophy and tact that would have enabled him to modify his views and actions to suit new conditions and exigencies. To all our representations in favor of an energetic campaign against the mountain his one knock-down argument was: 'We didn't travel so in the Alps.' He was a profound crank on the subject of bathing. If it be literally true that cleanliness is next to godliness, then our companion was phenomenally near to exemplary piety. Twice a day, with all the regularity and certainty with which that division of time begins and ends, did our devotee to personal comfort or cleanliness perform his ablutions.

"If our tent happened to be pitched too far from the Nesqually to permit of a plunge into its turbulent and icy flood or into the less cool and bracing waters of some other stream, then the less satisfactory sponge bath was resorted to; but sponge or plunge, one or the other, was an absolute *sine qua non* in Mr. C.'s conception of a mountain tour. Now, such a faithful observance of the supposed requirements of a proper hygiene is conveniently practicable within the limits of civilization, but on a tramp through the 'forest primeval' and over the everlasting hills, when time, if not really money, is a matter of almost vital importance, such a religious observance of them is, to say the least, quite inconvenient. The evening bath, when practicable, after the day's journey is ended and the duties of camp have been performed,

is permissible and all right enough, but it is very rarely that the mountaineer—especially a novice—rises early enough to take a bath so as not to interfere with the performance of his just share of camp duties the prompt performance of which in each case insures an early start.

“Another exaggerated peculiarity of Mr. C. was his habit of stopping at almost every stream met with to quench his thirst. First drawn from some hidden and hard-to-be-got-at portion of his costume a folding drinking-cup and then resurrecting from some similar place of deposit a brandy flask. Each time a small portion of the contents of the flask was poured into the drinking-cup after it had been partially filled with water. Whether the water was thus reinforced simply for the stomach’s sake or as a precaution against possible evil from frequent change of drinking water was never satisfactorily ascertained. Indulgence in these peculiarities invariably threw Mr. C. behind the train so far, often, that he frequently got lost, and much time in the aggregate was consumed in recovering him. To these delays was largely due the fact that we were five days in making Bear Prairie. This prairie, so called, lies southwest of Mount Rainier and is separated from the environs of the latter by the beautiful Tatoosh range. It was then a green and refreshing oasis in a scene of desolation. The mountains on three sides of it are destitute of vegetation and are covered with tall and blackened dead trees.

“An incident occurred in camp that evening which came near proving a tragedy. After supper as we were reclining on our blankets, spread ready for the night, we suddenly heard on the mountain-side to the rear of the camp a noise like the rending of wood. Looking in that direction we saw one of the dead fir trees swaying, and as we jumped to our feet to seek safety in flight we saw that the tree was rapidly falling in the direction of camp. Scarcely had we reached a point six paces from our beds when the tree crashed through camp, almost completely burying out of sight one pair of blankets and injuring others. Had the tree fallen in the night, ‘after slumber’s chain had bound us,’ there would have been no more climbing for us on the morrow, and it would have fallen to some other mountaineers to break the spell that for years had kept the heights of Mount Rainier sacred from the invading tread of man.

“Early the following morning, August 13, General Stevens and Mr. Longmire started out in search of the proposed Indian guide. After a rough tramp of twelve miles they found him and his squaw encamped in the mountains and subsisting principally on dry berries. An appointment was made with Sluiskin to appear at the white men’s quarters at noon the next day. Punctually at the hour Sluiskin stalked into camp, followed by his squaw with a papoose strapped to her back. A bargain was soon struck with the Indian. He was to guide us to the mountain and provide us with game, if possible, at \$1 a day wages. Mrs. Sluiskin was to take charge of camp on Bear Prairie and look out for the horse to be left there, her pay to be a stipulated amount of provisions (Boston muck-a-muck). At 1 o’clock P. M. on the 14th of August the three mountaineers and their native guide were ready for their long tramp to the mountain, each with a good sized pack on his back, for now they were to bid farewell for a time to horsepower. Mr. Longmire was also equipped for his journey home on horseback, leading one of the packhorses, the other being left to bear home our camp belongings on our return from Rainier.

“Sluiskin, contrary to our expectation, insisted that the proper way to reach the mountain was to climb the Tatoosh range, follow its course far enough and then descend from it into what is now called Paradise Valley. Our notion was to return to the Nesqually and follow it up to its source in the glacier, and in mentioning this difference in opinion as to the proper route from Bear Prairie I am led to digress a little in order to more particularly describe Sluiskin, who is, or was, the second in order of the three famous Indian guides to Mount Rainier. Sluiskin’s costume or apparel consisted in a blanket which served the purpose of a coat or cloak by day and of a bed cover at night; a coarse shirt and a scanty pair of trousers eked out by a pair of buckskin leggings, the latter terminating in a pair of moccasins. On his head he wore, more for ornament than use or comfort, a cap which in its better days belonged to a private in the army. The small crown of the cap had been removed and in its place there had been fastened a perforated piece of brass that had probably been part of a coal-oil lamp. Fastened to the center of this brass crown

piece was a solitary upright eagle feather. The brim or front of the cap was thickly studded with large brass-headed tacks or small nails, the sharp points protruding through the brim about an inch and seemed momentarily to threaten his eyes with destruction. The Indian is usually supposed to be saturnine, destitute of humor and without any appreciating sense of a joke. If this be true, then Sluiskin must be regarded as having been one of the exceptions that prove the general rule. He was possessed of a keen sense of humor and on occasion could wield satire, not altogether in words, for they were characteristically few, but in most effective facial expression and eloquent pantomime. When our plans and the object of the expedition were made known to him he evidently looked upon it all as a colossal joke. The idea of these three white men (two Bostons and a King George man) coming such a long distance under the hallucination and the vain idea that they would be able to climb the mighty 'Tahoma,' high enough to solve the awesome mystery of its lofty and unapproachable summit, was to him evidently the acme or crown of ridiculousness. Long he sat in camp looking from one to the other of the mountaineers, and the play of expression on his face spoke his thoughts more eloquently than words, especially those of the unwieldy Chinook could have done. When he opened his large and expressive mouth in soundless laughter, for it was more than a smile, it reminded one strongly of the cautionary and silent laughter of Natty Bumppo or Leatherstockings as described by Fenimore Cooper.

"Besides being a native humorist Sluiskin was something of a financier. We understood in the end why he was so partial to the 'Tatoosh route to the mountain. Although he had never heard of the oft-quoted Franklinian maxim, he acted in this instance on the theory that 'time is money.' The bargain with him called for a dollar a day and, of course, the more days the more dollars, and therefore the Tatoosh route had a financial value in Sluiskin's eyes, that the Nesqually route failed to present, and we not really knowing the facts in the case fell easily into the trap, and then I am confident that Sluiskin had in selecting the Tatoosh route another object in view that he expected to derive as much satisfaction from as putting more money in his purse. By the merry

dance he proposed to lead us in climbing divers and sundry lofty peaks of the Tatoosh range, and then taking us down from them in an almost breakneck place he expected to take the starch out of us, so to speak, and to show us by the time we stood humbly at the base merely of the mighty Tahoma, that mountain climbing is not by any means boys' play that perchance our fond fancy had painted it.

“Sluisin with his pack (somewhat heavier than the rest) on his back and steadied by a broad band extending from it around his forehead, his rifle balanced on top of his head and his two hands clasped on top of his gun, led the way out of camp and toward the Tatoosh; our English companion bringing up the rear as usual, but now more tardily than ever on account of his pack, which was in weight the same as those of the other two white men. Mr. C. lagged so that frequent halts had to be called for him to ‘bring up.’ At last, that afternoon, some time after the guide, the general and myself had scaled the first high peak of the range and had gone some distance beyond it, Mr. C. was once more invisible and unhailable, and a halt much longer than usual was made. Finally Sluisin was sent back to hasten along the lagging mountaineer. After a long absence he returned alone, and, with an amused and satirical expression on his face, informed us that ‘wake skookum ole King George Man’ had given up the chase and had deserted us. Sluisin had gone back as far as the first mountain summit out of camp, and from it he had seen the laggard, no longer with his face set toward Rainier, but turned in the direction of camp on Bear Prairie, toward which he was traveling at a pace which was, beyond doubt, modeled after the gait he was accustomed to in the beloved Alps. After debating the situation for some moments we decided that Mr. C. must have given up, for the time being, his design on Rainier, and that the best thing for us to do was to push on without him. Sluisin all the time had been watching us with one of his peculiarly amused expressions of countenance which said as plain as whisper in the ear, ‘One has already fallen by the wayside; you, too, though fleet of foot, in the end will also have to give up this wild-goose chase.’

“We now renewed with amended pace our journey, a more

detailed account of which would add too much to this already long paper. Let it suffice for the Tatoosh journey to state that we did not finally camp at the head of what is now called Paradise or Sluiskin Falls till the forenoon of August 16. After luncheon that day we made an experimental tour up the mountain-side to determine, if possible, the final line of ascent. We climbed to and ascended what is now called the 'Cowlitz Cleaver,' stopping at its upper extremity, from which we could see the west face of this high cliff, since known as Gibraltar. The way around the face of this high cliff, which forms such a prominent feature of the south side of the mountain, to the high mass of ice to the left of it, did not look especially easy or promising by any means, but after a long and careful study of it from our point of view on the Cleaver we felt pretty confident that on the morrow we would be able not only to effect the passing of the cliff, but also the ascent from there to the long-desired summit of the mountain: so we returned to camp in a very hopeful and cheerful frame of mind. That evening we completed our personal preparations for the great climb.

"When Sluiskin saw that we were determined at all hazards to try for the summit, his manner underwent a complete change. Entirely vanished now was his lightsome and satirical vein, and his countenance took on a serious and apprehensive aspect. For a long time by the campfire that night did he eloquently portray to us the dangers of the ascent and the dire result that must surely follow the actual accomplishment of the summit of the mighty 'Tahoma'; and when he discovered from our replies that it was, after all, an absolutely do or die-in-the-attempt affair with us, he insisted on our giving him a written paper ('tsum papah') to the effect that he, Sluiskin, had done his duty by us, and whatever dire results might follow from our rash undertaking, he would be in no wise responsible for it. He assured us that he would wait in camp three days for us, and that if we did not return by dark on the third day, he, on the following morning, would collect our belongings at camp and proceed with them to Olympia and would there relate to our 'tillicums' (friends or relatives), our tragic fate on the mountain. The next morning, very early, Sluiskin left camp with his rifle. After an early breakfast on the 17th of

August we started on the final ascent. Our alpenstocks, an ice-hatchet, 100 feet of rope and two flags were all we carried, except a little food in our pockets. We took no blankets, not even our coats, for we expected to return by dark that evening. At about eight thousand feet elevation and a little to the right of our course we came upon Sluiskin. He was sitting in the erect fashion of an Indian on a high rock as motionless as though he were a part of the rock, his rifle balanced across his knee, and his face turned mountainward, gazing fixedly at its summit. As we passed I hailed him, but although he looked at us he made no response by word or gesture. Evidently he now deemed us two daft mortals, to hold converse with whom might bring an evil omen to him. We climbed steadily and by early afternoon were creeping safely around Gibraltar by the identical narrow and rocky pathway which all climbers by the south side of the mountain have since traversed with more or less feelings of danger or impending evil. We made some narrow escapes from injury by rapidly descending stones and chunks of ice as we were cutting steps in the mass of snow and ice to the left of Gibraltar. One whizzing stone struck my alpenstock and tore it from my grasp. It lodged on the Nesqually glacier below, and was not regained till we returned from the summit. When we got a little higher than the top of Gibraltar we encountered a large crevasse that extended or seemed to extend across the whole face of the mountain in front of us, and which would have proved a complete and successful barrier to our ascent to the summit had we neglected to bring our rope. The General, after frequent attempts, finally succeeded in lassoing a pinnacle of ice that projected from the opposite wall of the crevasse at a point where it rose considerably higher than the side on which we stood. Taking hold of the rope in turn we swung partly down into the crevasse and then climbed the strand of rope hand over hand till the upper wall of the crevasse was attained. We climbed first to the summit of the south peak, or southwest peak, unfurling there our flags, which the fierce wind sweeping over the summit caused to snap or crack with a sound like the report of a small pistol; so strong indeed was the wind that the last fifty yards of our climb along the sharp ridge of the peak had to be made almost on all fours. This peak we christened

Peak Success, but as we saw that it was not as high as the central summit of the mountain we toiled on, till we reached the summit of the middle peak, and on turning the crest of it found ourselves on the rim of a crater seemingly about three hundred yards in circumference. We saw steam or vapor issuing from the rim opposite us, and as we crossed over to it detected a strong odor of sulphur. We found an ice cave, or arched chamber, in the central snow of the crater, which evidently had been formed by the hot air or steam issuing from the rim of the crater or the floor of the cave.

“It was now sundown, and as we could not explore the crater and descend before nightfall we concluded to spend the night in the crater. We carried and piled large chunks or blocks of ice in front of the cave to break the force of the wind, and still within this we built, of the small rocks of the rim, a circular wall around the steam jet, and then in this enclosure with our feet toward the steam jet we prepared to pass the night with what comfort or condition short of freezing we could. The night was, to us, a succession of dozes and rude awakenings, the latter occasioned by a freezing blast from above and without and then by a swirl of steam scalding our hands and faces. When day at last dawned each mountaineer noticed that the back of the other was white with frost. It should be remembered that we were without coats or blankets. To our surprise, when we got out of our close quarters to stretch our stiffened limbs, we found ourselves and the whole mountain top enveloped in a thick and blinding mist. We now experienced our first real apprehension, for we feared that a storm was brewing. Greatly to our joy, however, about 9 o'clock this mist cleared off and we saw the sun in a cloudless sky. We had simply been wrapped in one of the mountain's weather caps. We named the middle summit ‘Crater Peak’ and after depositing on a rock of the summit a copper plate with our names and the date of the ascent engraved on it, we started down the mountain, deferring on account of the warning weather cap, the conquest of the north peak till some future time.

“In passing over the rotund mass of ice which forms the summit of the middle peak and which is now called ‘Columbia Crest.’ we discovered another crater, which we deemed to be about a

mile in circuit. In descending, we crossed, by means of a bridge or passageway of ice on our extreme left, the crevasse we had surmounted by using our rope as a lasso. This convenient bridge had been hidden from us as we scanned the crevasse from below. Down to Gibraltar and around it, and over the long ridge of burnt rock now called the 'Cowlitz Cleaver,' we passed in safety, and were within less than two miles from camp when I met with an unfortunate accident. As we were turning the crest of a steep snow bank one of my climbers (a clumsy device used in the Alps) turned my foot, and I suddenly fell. My body (uncontrollable since my alpenstock flew from my grasp as I fell) sped down the steep declivity and plowed into the loose, sharp rocks at its base. My hands and face were bruised and the sharp point of a rock tore an ugly gash in my thigh, which bled profusely. I managed with the General's aid to limp on to camp.

"As we were sitting that evening motionless by our campfire Sluiskin's head appeared above a neighboring snow bank on his return from a fruitless search for mountain goats. As he caught sight of us, silent and motionless, he stopped and gazed long at us and only came forward when we called to him. He afterward told us that he thought it was our ghosts he saw, for he had decided that we were dead on the mountain top; and now he became as garrulous in praise of our bravery and endurance (as he regarded it) as formerly he had been in ridiculing us. Now we were skookum Boston men, or white Tyhees.

"The next day, August 19, we started for camp on Bear Prairie, but had journeyed less than a mile when my wounded limb gave out and I was compelled to halt. It was decided that I was to go into camp right there and wait till the General could send Sluiskin back with a horse as far as he could bring one. General Stevens insisted so fiercely that Sluiskin should lead the way down the stream (now Paradise River) instead of recrossing the Tatoosh Mountains, as he wanted to, that Sluiskin guided him to camp by that nearer and better route. About noon the next day Sluiskin returned to my lone camp with the cheering news that he had brought me a horse all the way except about three miles. Over the rough portions of the space that separated us from the horse's location Sluiskin helped me with great consideration. I

was no longer in his estimation a presumptuous individual attempting the impossible, but a brave who had met and conquered the terrors of Tahoma. When we came to the place where the General had forced him to give up the Tatoosh route, Sluiskin pointed it to me the while indulging in one of his favorite laughs. He said that the General was the hyas sal-iks and wah-wahed hi-u damn. When we reached the horse I mounted with much difficulty and had an afternoon ride which, from its torture, will never be forgotten.

“General Stevens in the meantime had moved camp from Bear Prairie to the main Nesqually, where the entire party was reunited on the evening of the 20th of August. Mr. C. reported that in his attempt to scale the first peak in the Tatoosh Mountains his pack was torn from his back and rolled down the mountains out of sight and beyond reach and that he then decided to abandon his attempt to reach and scale Mount Rainier. While we were yet in the camp the storm predicted by the mountain’s weather cap that enshrouded us on the 18th came on, and the rain fell heavily. When the weather cleared Sluiskin was paid for his services and discharged. He bade us all an impressive farewell in turn. When he shook hands with the Englishman he thus addressed him, after indulging in one of his Natty Bumpo laughs: ‘Wake skookum oly King George man. Pehalo klatawa copa le tete Tahoma. Quanasum tikky milite copa camp,’ which may be translated: ‘Not a strong man nor a successful climber is our elderly English friend, for he failed to reach Tahoma’s summit, preferring the while to tarry in camp.’ With this parting shot in his old vein Sluiskin turned his steps in the direction of his own distant camp, his faithful spouse submissively following after, bearing on her patient back her lord and master’s youthful heir.” Thus concludes Van Trump’s account.

Sluiskin’s highly developed sense of humor became widely known. Father P. F. Hylebos was stationed on Cowlitz Prairie in the early days and Sluiskin camped near him for a time. Father Hylebos says the Indian then had three wives, and was considered a well-to-do man. The priest undertook to give him a lecture on polygamy.

“The great white father in Washington doesn’t like a man

who has three wives," said he to Sluiskin, who with a smile replied, in Chinook, that he found three a convenient and comforting number, for when he arose in the morning there was a wife to put on his right moccasin, a second wife to put on his left moccasin, while the third prepared his breakfast.

Sluiskin, or Shu-shu-skin, as some of the old settlers insist he should be called, had fought in the Indian war, and his right hand was twisted and withered as the result of a wound he received in the battle of Grand Ronde.

In the autumn of 1915 story-writers from North Yakima caused considerable excitement among history students and mountaineers by filling the papers with stories to the effect that old Sluiskin had been found; that he then was hunting in Rainier National Park with a band of his tribe, and that they refused to obey the rangers' orders to comply with the law against hunting there. He carried a copy of the treaty which Governor Stevens had made with the Indians some sixty years before.

In the very lively inquiry that followed Sluiskin was interviewed and he professed to have been the selfsame Indian who guided Stevens and Van Trump in 1870. However, an analysis of his story and a comparison with the accounts of the climb written by Stevens and Van Trump at once put an end to his professions. His story indicated that he guided them from the east side of the mountain, when in reality the Stevens-Van Trump party never was within miles of the country described by the old Indian. P. B. Van Trump read the Indian's recital and immediately condemned it as fiction. David Longmire, who knew the old Sluiskin, pointed out the fact that the Yakima Sluiskin did not have a withered hand; the Stampfers came forward with the statement that Guide Sluiskin had lost his life in the Cispus River a number of years ago, and it was shown that, were the old guide alive, he would be about one hundred years of age—much older than the Yakima claimant to historic Alpine honors.

All of these facts did not prevent writers all over the country from taking up the story, and some of the emotionalists wove truly pathetic stories about the alleged rediscovery of a famous old Indian who, in spite of what he had done for the whites and for mountain lore, was refused a right to hunt in the face of the

express provisions of the Stevens treaty. The question of the rights of Indians to violate the white man's game laws often has been before the courts, and in many cases very distinct wrongs have been committed against the red men.

The Sluiskin of the Yakima may have guided a party to the mountain, but it was not the Stevens-Van Trump party. He is an Indian of substantial character and always has been a friend of the whites. He is said to have saved the life of ex-Mayor A. J. Splawn, of North Yakima, by warning him of an impending massacre several years ago.

## CHAPTER XV

JAY COOKE AGREES TO FINANCE TRANSCONTINENTAL RAILROAD—  
OLYMPIA, STEILACOOM, SEATTLE, MUKILTEO AND MANY OTHER  
PLACES IN FIGHT FOR TERMINUS—THE LAND GRANT—PHILIP  
RITZ'S INFLUENCE—SAMUEL WILKESON, SR., AN IMPORTANT  
FIGURE IN COOKE'S BOND-SELLING CAMPAIGN—CANFIELD'S  
STORY—EZRA MEEKER HELPS IN PUBLICITY—ACTUAL BUILD-  
ING OF RAILROAD BEGINS IN 1870.

The territory was in a ferment. May 20, 1869, the officers of the Northern Pacific Company had let to Jay Cooke & Co., of Philadelphia, New York and Washington, a contract for the sale of bonds for the purpose of raising the money wherewith to build the railroad. The years from '69 to '73 were marked with speculative enthusiasm. The country was rich and careless. The Northwest was enjoying prosperity. It was the kind of prosperity that invariably precedes a serious depression. The Puget Sound country looked forward to very much better conditions, as it was known that the branch of the road between the Columbia River and the Sound would be built very soon.

Olympia, the "head of navigation" reposed confidently behind her muddy shores and dreamed dreams of monster dredgers that would open channels and with the débris lift the flats above the tide and dignify them as "factory sites." Olympia felt that her age, prominence and position gave her first call as the terminus of the line.

There were then two schools, widely divergent in opinion. One maintained that, owing to the cost of hiring towboats to bring sailing vessels up the Sound, the railroad terminus undoubtedly would be as near as possible to the Straits of Fuca; the other argued that already steam was shelving the sailer, and that, inas-

much as water transportation was very much cheaper than rail, the railroad must stop at that point where it first could meet sail.

Steilacoom, "so situated that no railroad could come northward without contact with her," as her philosophers said, was an active contender for the terminus, and was doomed in the conflict to great disappointment and to wait forty years for the fulfillment of her visions. Nisqually had hopes. Seattle, then grown to be the commercial center of the Northwest, feverishly awaited what to her ambitious inhabitants seemed to be only the completion of a perfect syllogism. Mukilteo, crouched beneath the bluffs, held out the promise of a fathomless harbor. Port Townsend and Anacortes and even Whidby Island indulged anticipatory joys, the island believing the railroad would bridge Deception Pass and make Penn's Cove the western metropolis. Rivalry among the candidates was intense.

Jay Cooke did not desire to join forces with the Northern Pacific Railroad promoters, and when, after much pressure, he made his offer to undertake to finance the adventure he believed and hoped it would frighten them away. He had made a wonderful success with the sale of Government securities for the prosecution of the Civil war. He held the Northern Pacific men off for a year before he signed the contract May 20, 1869—a contract which was to break of its own weight, and produce or assist to produce a 30-day panic that ruined great firms, prostrated thousands of individuals and caused consternation among the 11,000 stockholders in the Northern Pacific.

The railroad was, in part, a Government-directed enterprise. Since 1845 various persons had been working on plans for a Government-owned or Government-subsidized railroad across the continent. Asa Whitney was the first very active advocate. He was a New York man, and he made speeches all through the eastern states and published much literature on the subject. His great enthusiasm led many persons to believe he was insane. He had spent a number of years in China and his mind was intent upon the great benefits the United States would realize by closer communication with the Far East. A great public meeting was held in Philadelphia in December, 1846, and Philadelphia merchants adopted favorable resolutions. Whitney's efforts to con-



JAY COOKE

The man who financed the Northern Pacific Railroad across the  
continent



vert his fellow townsmen to his views resulted in disaster. He was denounced either as a madman or a great impostor and a mob seized the building in which he was holding a public meeting. In 1848 James Pollack, of Pennsylvania, presented a resolution to Congress advocating a survey to the coast and in March, 1853, the president appointed Isaac I. Stevens, an army engineer of ability and energy, to carry out such a survey. Stevens soon organized his forces. He appointed Capt. George B. McClellan to carry out the work from the western end while he himself advanced from the eastern. McClellan, as usual, was dilatory. He also was careless. His work was not satisfactory to Stevens, and between them there arose a disagreement that continued with some bitterness until, at the opening of the Civil war they met in Washington, D. C., and made their peace. The legislative act of a few years ago providing for "McClellan Road" is a tribute which McClellan does not deserve. In due time those interested in historic accuracy will change it.

The Stevens report, a very comprehensive one, was ready in February, 1855, and almost as soon as it was presented to Jefferson Davis, then Secretary of War, he and Stevens fell out. Davis favored the most southerly route to the coast. The slavery question then was approaching its crisis. Davis saw in a northern line an expansion of free-soil territory. Stevens pressed forward the point that the northern route saved 700 miles, compared with the southern, to the Orient. He spent days combatting the allegations that the northern route would be snowbound for indefinite periods. He lectured and wrote, and some of his statements concerning the mildness of the climate on the north Pacific coast were attacked as superlative extravagances. The country was not then acquainted with the influence of the Japan current.

The subject figured in congressional debates now and then through the Civil war period until July, 1864, when Congress at last approved a charter. This charter gave immense land grants to the building company. These consisted of twenty alternate sections to each mile, or 23,000 acres to the mile—a total grant of 60,000,000 acres. There were thousands of persons who ridiculed the entire enterprise as the dream of fools. It was the custom of the time to regard Minnesota and Dakota, Montana,

Wyoming and Washington as more or less useless wildernesses, hopeless for agriculture and of arctic misery in winter. It was not until the road had been built through Minnesota that the possibilities of wheat-growing became known, and then only through the work of General Cass, president of the company, who employed a noted farmer to carry out the experiments.

The charter required the company to build a line from Lake Superior to Puget Sound and specified that the rails should be made in America; it provided that a telegraph line should be built and that the company should permit other companies to connect with its rails on reasonable terms.

A large number of Americans, even though doubting the value of the country through which the line was to pass, looked upon it as a national, patriotic venture to expand trade in the Orient, strengthen the nation in a military sense, disturb the activities of the Hudson's Bay Company and open a more or less large area of free land to settlers. One of the strong reasons was urged by General Sherman and other army officers who said the railroad would put an end to Indian warfare. And it did, but not until after General Custer and his five companies of cavalry were massacred at Wounded Knee, as the disastrous finale of this expedition's fighting to clear the way for the transcontinental line.

Jay Cooke's contract with the railroad promoters provided that he should have the authority to send out an exploring party of his own to check up the reports already made by the company's investigators. One of the members of that party was Samuel Wilkeson, Sr., father of Samuel Wilkeson, Jr., who lived in Tacoma many years and who died only a few months ago. Wilkeson, Sr., was a newspaperman who had had an unusual career and had reached distinguished heights. He was for a time Horace Greeley's editorial writer and he filled other important journalistic posts. He became the "historian" of Cooke's reviewers, and his reports back to Cooke had much to do with the enthusiasm which Cooke poured into the enterprise in the years to follow. Indeed there is a question whether the financing of the road could have been pushed to successful conclusion without the knowledge which Wilkeson imparted to Cooke. This enterprise took Wil-

keson out of journalism and made him secretary of the Northern Pacific Company, a post which he ably filled for many years. The Town of Wilkeson was named for him.

Thomas H. Canfield was a resident of Burlington, Vt., and his energy had much to do with the actual building of the Northern Pacific. The enthusiasm of Philip Ritz was by no means a small factor. In fact, William B. Ogden, president of the Chicago & Northwestern, whose aid in the enterprise was deemed necessary, said in after years that he never would have put a dollar into the project had it not been for the reports made by Mr. Ritz. Ritz was one of the strong characters of the Northwest, and his interest in Tacoma was especially friendly.

"In due time," said a letter to Ritz, "and at no distant period the Northern Pacific Railroad shall become a fixed fact and when daily trains of cars shall be passing between Puget Sound and the Columbia River and the Atlantic states, your name will ever be honorably associated among the pioneers who have been instrumental in securing public attention to this remarkable route and in hastening the actual construction of a grand transcontinental railroad over it."

This letter was signed by Mr. Canfield, W. Milnor Roberts, the chief engineer, M. F. Johnson, W. E. Moorhead and Samuel Wilkeson, Sr., after they had followed Ritz for six weeks over the Cascades and through eastern Washington in 1869, seeking a railroad route. His consummate knowledge of the country and of the agricultural possibilities of the sagebrush lands was the guide for the railroad builders. Ritz was born in Lancaster, Pa., October 5, 1827. In 1850 he came to California and the same year to Oregon. He settled in Clarke County. In 1862 he went to Walla Walla to establish a nursery and among the trees he took with him were two Lombardy poplars. From those two have sprung a legion. It is estimated that their progeny is not less than 20,000,000. Ritz's trees have made miles and miles of windbreaks throughout the Inland Empire.

He was well informed concerning the mountains of the west and climbed a number of the peaks. From Mexico to British Columbia he knew almost every foot of the country. He crossed the Rocky Mountains thirty-three times in his goings and com-

ings, and twice he crossed the continent by the Isthmus route. The first advance camp of the Northern Pacific was established where the town of Ritzville now stands. Ritz bought 4,000 acres of land near where the town afterward was established. Near Walla Walla he developed one of the finest homes in the West and a great nursery.

In the winter of 1867-68 he crossed the continent in a stage-coach in order to visit Washington City and press the importance of the railroad upon the public. He contributed letters to the newspapers and visited many men of consequence. Later he met General Cass and Mr. Ogden on a Columbia River steamer and they told him that a letter which he had written to the Helena Herald, May 14, 1868, had much to do with their determination to put the railroad through. With Anthony Hyde, he became a heavy property owner in Tacoma and Pierce County and at the time of his death he was preparing to concentrate his holdings in the city for which he had found a name. He was a warm friend of C. B. Wright and it was at his suggestion that Wright built Annie Wright Seminary and Washington College, and contributed in other directions to the culture of the community. Mr. Ritz died in 1902. His widow, who was Catharine J. Snodgrass, daughter of a judge of the Supreme Court of Tennessee, and his married daughter, still live on the Walla Walla farm. Some day Tacoma should erect a monument to Philip Ritz. It has been said that his interest in the railroad was due to his paid connection with it but that is an error. He gave liberally of time and money because he had faith in the West, in Washington, and in Tacoma.

But Canfield was the man whose hand moved the money. After he had become imbued with the Northern Pacific project, and when it was yet many miles from its terminus, it was Canfield who ordered land bought for the Tacoma townsite. Canfield's active attention was drawn to the railroad project by Edwin F. Johnson, an engineer of great ability, who constructed the Erie Canal. Canfield determined that the road should be built, and he began the construction of the Chicago, St. Paul & Fond du Lac Railroad (now the Chicago & Northwestern), with Johnson as engineer. This road was designed as the first step toward the

west coast. The panic of 1857 put an end to the work. Then the Civil war began and Canfield was called to Washington City by the War Department to take charge of railroad operations about the capital.

After the war, interest in the railroad revived. It became known that the Perham franchise soon would expire, and that there was danger of it falling into the hands of the Grand Trunk Railroad of Canada. Perham already had made a provisional contract with that company. Perham was ill, and in his efforts to get the railroad started he had incurred a debt of \$60,000 which had driven him almost frantic. Messrs. Smith, of Vermont, Cheney, of Boston, and Rice, of Maine, hastened to his bedside and quickly an agreement was made to pay to him \$100,000 for his charter. Then began a long and intensive contest to extend the life of the charter, and Canfield spent six winters in Washington City laboring with Congress and the Government officials in behalf of the extension and a subsidy. The Congress of '67-'68 definitely rejected the subsidy plan. Congress dubbed the enterprise a "Yankee scheme" because the promoters came from the New England states.

Canfield then determined to interest men of wider influence in the idea, and laid it before President Ogden, who listened to the argument from 9 o'clock in the morning until long after midnight. Mr. Canfield's story of this interview follows:

"Long after midnight I felt that he was won for the cause. I can see him now as he paced the room, completely absorbed in the subject.

"How much money will it take to put this enterprise on its feet and begin the work of construction?" he asked.

"It will take a great deal of preliminary work and your experience teaches you that it will take a great deal of money," I replied.

"And what are the chances of getting our money back?"

"About one in fifty."

"And what is your excuse for asking me to place money at such a risk?"

"This enterprise is one of the greatest ever undertaken in the world," I answered. "It is equal to that of the East India

Company; it is the only continuous charter ever granted across this continent from water to water, and with the prevailing sentiment of hostility to railroad grants which is increasing in this country, if this charter is allowed to lapse another one will never be granted. The road will open an empire now occupied by savages, and withal it will be the great highway for the trade of China, Japan and the East Indies across the continent. It is due to the people of this country and to this nation that you gentlemen whom Providence has placed at the head of the great transportation interests of this country should step in at this crisis and use your influence and advance money to save this magnificent enterprise from destruction.'

"'And suppose I put my money in for such a laudable purpose, what have you to give me or to give others to show for it? You have no company. This charter is not the Northern Pacific Railroad Company's. You have not organized and cannot organize under it.' This was true and I simply answered:

"'I have nothing to give. I have suggested the names of twelve men, including ourselves, whom I believe to be honorable men, and whose word once given will serve every purpose. If you go in on that basis I believe we can secure these men, if they seem to you suitable, and we can pull together until we are in a position to organize.'

"'It is simply a matter of honor among gentlemen?'

"'Exactly,' I replied.

"'Well, that is certainly a high position on a high and noble purpose. I will take hold with you. The charter must be saved. Meet me at my office tomorrow and we will lay siege to the directors of the Chicago & Northwestern.'"

That was the turning point in the enterprise and the next day a simple "gentlemen's agreement," covering less than two pages of note paper was drafted. The tentative company soon was formed, but it was to meet with many difficulties. Preferred stock that had been issued by Perham appeared at the most unexpected times and places. On one occasion when Canfield was in the capitol building in Washington a man touched him on the shoulder and asked for \$10,000, at the same time exhibited a parcel of the stock. He was a man of influence and he told Canfield that unless

the money was paid he would change the votes of several senators. Canfield then and there had to pay a large part of the amount.

Then one day in the Senate Senator Conness, of California, denounced the project as an utterly impractical one, and it cost the promoters \$25,000 to send Gen. James Tilton to Snoqualmie Pass to make a new investigation. Tilton, at President Pierce's direction, had run the line of the Willamette meridian and surveyed the townships on either side of it. He knew the country. He made a fast trip by way of the Isthmus of Panama, procured the data necessary, and returned to Washington; the bill was called up and passed just two days before the time had elapsed.

Cooke demanded of the promoters that they make the bonds draw 7.3 per cent interest, payable in gold, this for the reason that the last issue of bonds he had sold for the Government had been of this kind, and they had sold well. Under this order a \$50 bond drew one cent interest a day. Such a fact could be used in a dazzling way before the public. Cooke demanded 12 cents out of each dollar's worth of bonds sold; \$200 worth of stock with each \$1,000 worth of bonds sold, and a half interest in all the remainder of the stock. Cooke contracted to sell \$100,000,000 worth of bonds.

Jay Cooke was one of the most brilliant advertisers the United States has known. He had unbounded enthusiasm, his optimism was contagious and the nation listened when Jay Cooke spoke through the press. At once he launched his forces for the railroad enterprise. Newspaper articles and advertisements, magazine announcements, circular letters, and telegraphic appeals soon placed the matter before almost every eye in the country. His agents were everywhere, and in a short time the money began to pour in. Cooke gave stock away with the bonds at times to encourage investment, but he held power of attorney in all such cases, in order to retain his control of the company.

Ezra Meeker, the Puyallup pioneer, had a hand in the Cooke publicity. In 1870 Meeker returned east on a visit, and he took with him fifty-two varieties of flowers found blooming in the open in the first week in December. His aim was to convince doubting Yankee Thomases that the climate of Puget Sound was indeed mild, and thus armed with the floral evidence and a letter of intro-

duction to Horace Greeley, of the New York Tribune, he hastened away. Greeley, always much interested in agriculture and the West, received the pioneer very graciously, and commended him to Chairman Ely of the New York Farmers' Club. He addressed that organization and showed his flowers, the newspapers commented, and the paragraphs fell beneath the watchful eyes of Mr. Cooke. Meeker was invited to visit him and a long talk ensued. It concluded with Cooke's purchase of about 5,000 eighty-page pamphlets which Meeker had prepared before leaving home to be distributed as he traveled about the East. Cooke scattered the booklets where they were likely to do the most good for the sale of the bond issue.

Cooke's contract with the railroad promoters called for the delivery to the promoters of \$5,000,000 within thirty days. This Cooke raised by forming a pool in Philadelphia, and he pocketed a profit of \$1,200,000.

In 1870 Cooke got through Congress a measure which authorized issuance of bonds secured by mortgage on all property of the railroad, including its land grant, this mortgage to be filed with the Secretary of the Interior. This gave the enterprise a brighter color of Government sanction and guardianship.

The actual building of the road began in the summer of 1870 on both the eastern and western ends. Twenty-five miles of road-bed up the Cowlitz Valley was graded in that year and the next year the rails were laid. In 1872 fifty miles more were built, but in August of that year Jay Cooke went before the directors of the road with the statement that affairs were in a straitened condition. Thirty million dollars had been spent on 600 miles of road, and there was a floating debt of \$5,000,000 besides. Cooke later on resorted to the strategy of quietly buying back 90,000, if he had sold 100,000, in order to keep the market up. The directors went into their own pockets time and again to keep the concern off the rocks. Yet to the rocks it was bound to go in the end, as it was clear that collapse necessarily must follow the fantasy of attempting to make a new railroad through 2,000 miles of unsettled country pay \$7.30 interest on each \$100, only \$88 of which had been spent on the road. The moment bond-selling stopped, trouble had to follow.

## CHAPTER XVI

1872 — DIRECTORY MENTIONS TACOMA AS A "MILL TOWN" —  
REV. P. F. HYLEBOS ASSISTS MORTIMER MURPHY IN PROMINENT  
WORK—A MARRIAGE "AT SEA"—BRADLEY FAMILY ATTACKED  
BY INDIANS—POW-WOW SHOT—GOOD TEMPLARS' LODGE FORMED  
—OPENING OF FIRST STORES IN TACOMA—GENERAL MILROY  
GIVES LESSONS IN POLITICS TO INDIANS—POLYGAMY ABAN-  
DONED, BUT BARTER STILL CONTROLS INDIAN MARRIAGES—  
INDIAN HUSBANDS AND WIVES — EARTHQUAKE SEVERELY  
SHAKES NORTHWEST—SCHOOL REPORT.

In 1872 Murphy & Harned, of Olympia, published the "Puget Sound Business Directory and Guide to Washington Territory," which professed to embrace a "complete and thorough directory of Olympia, Steilacoom, Seattle, Port Madison, Port Gamble, Port Ludlow, Port Townsend, and every town and hamlet on Puget Sound."

Notice that Tacoma was not yet, after four years of existence, of enough importance to be indexed with Port Madison and the rest. But in the body of the book beneath the caption "Milling Towns," Tacoma is thus described: "The first mill town north of Olympia is Tacoma, a place of about one hundred inhabitants. It is situated on Commencement Bay and is distant from Olympia about thirty-four miles. It was established in 1870 (Sic). It contains one mill owned by Hanson, Ackerson & Co., one public school, a public hall, a hotel and store. The country surrounding it is well wooded but further in the interior it becomes open prairie."

After this description it sets out the names of the business concerns, as follows:

Bowers, J., saloon.  
 Byrd, W. S., postmaster.  
 Carr, A. P., photographer.  
 Carr, J., painter.  
 Clendenin & Miller, general  
 merchandise.  
 Fuller, J. N., general mer-  
 chandise.

Gale, J., blacksmith.  
 Hanson, Ackerson & Co., lumber  
 manufacturers, shippers, deal-  
 ers in general merchandise.  
 Lansdale, R. A., physician and  
 surgeon.  
 Steele, H. N., hotel keeper.  
 Stewart, A. W., wagon maker.

Steilacoom, with six pages of the directory occupied in the sounding of her prowess, was entirely out of the mill town class. She had more than three hundred inhabitants even yet, though her commercial glory already had begun to fade. The directory man, with prescient eye, foresaw her future when he wrote:

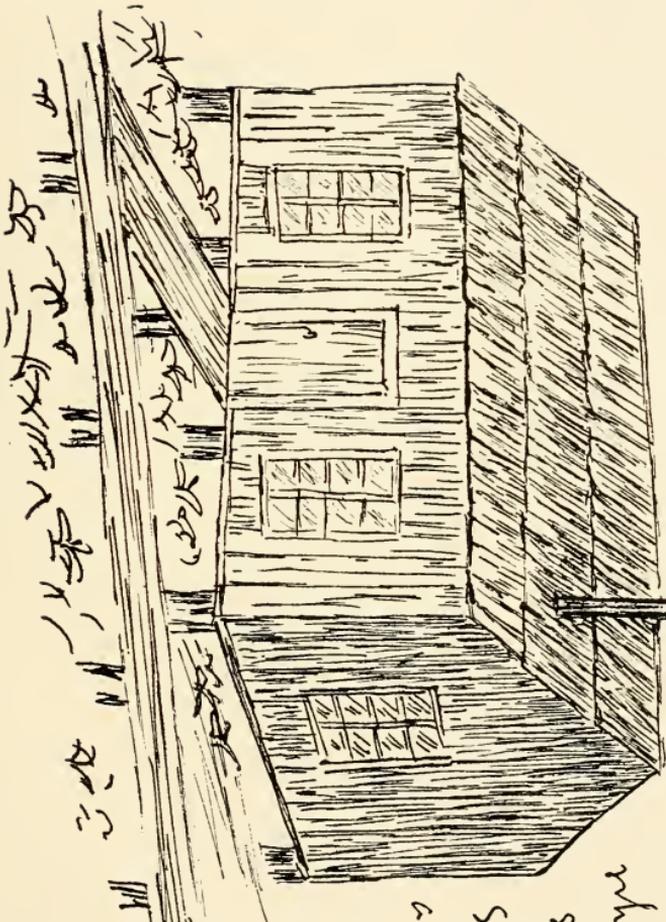
“Steilacoom should become a fashionable summer resort, for it possesses all the requirements, with the exception of surf bathing \* \* \* elements that should attract those who flee from the heat of the cities to enjoy their ‘dolce far niente.’ When the advantages of Steilacoom are known, it will become the Newport of the Northwest.”

Seattle and Olympia each had about 1,800 inhabitants in 1872; Port Townsend, 800, and Vancouver about 1,000. Father Peter Hylebos was advertising Holy Angels' College of Vancouver, and Silas Galliher of Olympia advertised the “Tacamah House” as “far the best hotel on the sound.” Seattle and Steilacoom had roller-skating rinks.

The authors of the directory were Mortimer Murphy and Rev. P. F. Hylebos. Murphy was not related to the Murphy of Murphy & Harned, but was a scientist and traveler, and some years after he was on the coast he went to Paris, where he was elected to the French Academy of Science. Father Hylebos who about two years before had been graduated from the University of Louvain, in Belgium, was asked by Murphy to assist in the preparation of the introduction to the directory proper. In a few weeks they produced a volume covering the flora, fauna and geology of the Northwest, the habits and customs of the Indians, the coal deposits and several other subjects, the literary style and scientific data at once giving the volume an unusual promi-

1st office building in Tacoma.

Office of the Tacoma Canal Co



Car 911 & Pacific  
when Myrtle  
Shaw was skunk  
stood in  
a skunk  
cabbage  
patch

CS 2000



nence. Only a few of these precious little books remain, but there are known to be at least three copies in Tacoma. They are owned by Father Hylebos, City Engineer L. H. Nicholson and the Ferry Museum.

The marriage of Howard Carr and Jane E. Bradley, February 5, 1872, was of interest to the village as it was in the nature of an elopement. The bride had been in the convent in Steilacoom and became acquainted with Carr while he was conducting a hotel there. The couple went aboard the steamer North Pacific and at Port Townsend Captain Ed Starr brought Justice of the Peace Pettygrove on board, after which the boat moved out to the "high seas." Then the knot was tied with Captain Starr and Mrs. Hunt, customs officer, as witnesses. The couple lived in Job's cabin for some time, a lean-to being built to accommodate them, and a cookstove being bought. Theretofore the Carrs had cooked over the fireplace. The bride was the daughter of John Bradley who came to California in 1845, and made a small fortune which he later lost in a mill at Tumwater. He married Mary Elizabeth Relyea, who had come west with the Elwood Evans family. Their marriage was the second in Oregon territory. The ceremony was celebrated at "Alki, the New York of the Pacific," in 1853, and the bridal couple removed to the Flett place, south of Tacoma, where they took a donation claim. Afterward they were living on the Michael Eustace place, four miles east of Spanaway, when the Indian war was in progress. One day Bradley was breaking oxen when his dog warned him of danger. Eight Indians were discovered prowling about the place. Jane Bradley, afterward Mrs. Carr, was about a month old. When the Indians began firing Mrs. Bradley ran from the field where her husband was at work and hid in the top of a fallen tree. Some of the Indians pursued her and though they came so close that the mother almost could have touched them, they did not find her. A whimper from the tiny babe would have meant death to both.

Meantime Bradley, carrying his little son, was shot at several times but he reached the cabin with no more serious wound than a missing thumb which a bullet had clipped off. His little boy was shot through the leg. Bradley began returning the fire under

cover of which Mrs. Bradley, with her baby, reached the house, and then husband and wife poured lead at the Indians with such rapidity that they withdrew. The Bradleys then hastened to Fort Steilacoom.

Pow-wow, the Indian who led the attack on the Bradleys, was arrested and was shot by Sergeant McElwin while trying to escape from Fort Steilacoom, and is buried in the old graveyard at Fort Steilacoom. Caleb (usually known as Calvin), now county treasurer, and Howard Carr, Jr., a lumberman, are two of the five children of Howard Carr and Jane Bradley Carr. Howard Carr, Sr., was the first marshal of Tacoma. Afterward he served in the city council and was holding that position when he died, December 13, 1891. Mrs. Carr still lives, and among her treasures is the old saw with which Job Carr built the first house in Tacoma.

In those days the Good Templars flourished, and there was a fine field for its ministrations. Mrs. Carrie F. Young was commissioned in September, 1871, to form such a lodge in Tacoma. She called a meeting and in a short time Chebaulip Lodge No. 42 was organized, and it prospered fairly well until wrecked by the hard times four years later. Alexander Dumas, after whom Dumas bay was named, and John Reagan were the leaders in this lodge's work, and Reagan, as the representative of Chebaulip lodge, attempted to bring the Grand Lodge session to Tacoma in 1872. That body declined the invitation, fearing the little village could not properly entertain the delegates.

The firm of Clendenin & Miller carried on a mercantile business in Steilacoom for many years and in June, 1872, they sent George W. Kandle to open a store in Tacoma. Mr. Kandle already was well known throughout the county and the Tacoma store at once became popular. In December of the same year Mr. Kandle was elected county auditor and his able management of that office gave him additional favor in public esteem. In after years he served as county commissioner, and mayor of Tacoma, filling these posts with ability. The Clendenin & Miller establishment was the second general store, the first one being that of the mill company. Upon being elected auditor Mr. Kandle returned to Steilacoom and remained there until the fall of 1880

when the county seat was removed to New Tacoma, and he had the task of removing the county records. Of the men who lived in Tacoma in 1872 only three are known to be living—Mr. Kandle, A. P. Carr and A. J. Babcock. Mr. Babcock is more than ninety years of age.

The third general store was opened by Louis Wolff who leased a lot on the north side of Second, now Thirtieth Street, from General McCarver and built a twenty by forty foot structure. For the twenty-foot lot he paid a rental of one dollar a foot a month and later bought the lot for \$185. His neighbors thought that an exorbitant price. He continued in business for more than twenty years. He fell ill and went to California, and he died in Oakland December 31, 1896.

Wages in 1872 were: Blacksmiths and carpenters, \$3 to \$5; boilermakers and machinists, \$5 to \$7; plasterers, \$3 to \$5; waiters, \$35 to \$40 a month; wagonmakers and coach builders, \$3 to \$5; laborers, \$40 to \$60 a month; axmen, \$60 to \$100; teamsters, the same; millhands, \$35 to \$50; bookkeepers, \$100; sailors, \$35 on coasters—\$20 on foreign; servants, \$25 to \$40. Servants were scarce, and Chinese men were used in considerable number.

In 1872 General Milroy, superintendent of Indian affairs in the territory, decided on a plan which he hoped might teach the Indian some of the responsibilities of citizenship. He required an annual election of chiefs, with ballot boxes, clerks, judges, etc., each election to be preceded by a nominating convention. Some of the older Indians are yet chuckling about that, as it was merely asking them to do what they always had done, without some of the formalities. They always elected their chiefs, and a good deal of politics sometimes figured, though it may be said to the credit of the red man that the good of the whole tribe, and not the advancement of an individual, was the force that finally governed. It often happened that elections long were delayed while the Indians discussed the merits of the candidates. The office sought the man. It scarcely ever happened that a man who sought the office was chosen.

Polygamous marriages among the Puyallup Indians practically had been abandoned by the time Tacoma had been started, though there were still a few men living with plural wives. A

plurality of wives meant that the head of the family was an important man. Often the leading chiefs had two, three or four wives. Sometimes a chief was obliged to take more than one whether he desired to do so or not. This grew out of the same neighborly or sometimes cowardly spirit that inspires a European monarch to send his sister or his daughter to marry the monarch of an adjacent realm—the desire to establish lasting friendly relations. If a Snoqualmie chief wished to unite more closely his tribe with the Puyallup tribe, he sent a good-looking bride to the Puyallup chief. There was a more or less frequent demonstration of good will in this way, and the custom sometimes extended to the important men who were not chiefs. The marriage tie was strictly regarded. The continence of husbands and the fidelity of wives were marked characteristics of the Indians before the white man's ways began to contaminate them. In the early days a wife's infidelity usually meant death at her husband's hands.

Marriage generally was on a basis of barter, the groom paying the father of the bride. If the wife died within a given time her father or kinsmen sometimes were expected to replace her with another, if the grieved husband demanded it. The wives for whom high prices had been paid gloated over it, and those who had been sold cheaply were ridiculed. When Rev. Father Hylebos was working among the Indians in the early days he not infrequently heard Indian women chiding one another over their own valuations.

"My father got a gun, two cows and a horse for me," one would say, "while your father got nothing but a cow and two deerskins for you."

That old Indian couple maundering down the street, man slowly walking ahead, squaw following a few feet behind, both stolid and silent—what is their life at home? Have they ever smiled, ever spoken to each other? Does anything interest them? Many whites have asked these questions, but they are not often answered. While it is true that in most cases the Indian wives subordinate themselves, yet when away from the scrutiny of white men's eyes, they chatter and laugh, and coo over their babies as white mothers do, and husbands and wives live on terms of congeniality. The Indian as the white sees him, generally speaking,

is not the Indian in his natural state. He is wholly human, loves his joke, adores his children and has a wholesome respect for his family tree, though he never talks about that, if he is a wise Indian. Indians have no patience with boasters.

The mothers did most of the child-training, though the boys were taken in hand at an early age by their fathers, to be toughened to endure the hardships of the chase and to resist disease. Here on the bay when the white settlers came, it was the custom of the fathers to awaken their little boys before daylight, winter and summer, carry them to the water and pitch them in. Sometimes this bath was required twice a day. After it the fathers, with a smooth stone or stick rubbed the little bodies till they glowed from the friction. This treatment began when the boy was three or four years of age. It was a Spartan treatment but it produced Spartans. It enabled the Indian to sleep in the woods night after night without shelter or blanket, if need be, and neither rain nor snow disturbed his healthy slumbers.

The Indians were not often misled by agitators. Usually they contemplated very carefully before taking an important step and not often were the injunctions of the old chieftains ignored. The children were taught to listen to the old men and to follow them; but they also were taught that no matter how lowly their own position, they had within themselves the forces that would enable them to stand before kings. The Indian philosophy was most democratic. A chief's son had no greater rights than the son of the lowliest and no unusual attention was paid to him until he had proved himself. The wealth or political position of the father was of no advantage per se to the son. And not infrequently it happened that a tribe would refuse to permit the chief's son to succeed to the honors. It was no perfunctory and empty honor to be chief. The man who attained the position was compelled to show distinctive brain qualities.

Among the Indians the squaws did, and still do, most of the talking. Just before the outbreak of the Indian war it was noticed by the settlers that the women were chattering with unusual spirit. The whites do not see much of the finer side of the squaws. The stolid woman sitting on the curb selling blankets may become a rather vivacious and merry being when, with her own people she is back in a swamp preparing her reeds.

And the Indian mother! Patient and affectionate, yet firm, she never cries out nervously at her child, never nags. She exercises a wonderful control that mystifies the white mother. Her fidelity to husband, home and duty, when not weakened in will by the white man's whiskey, is admirable.

An earthquake of frightening severity shook the Puget Sound region at 9:50 o'clock, on the evening of December 14, 1872. Tacoma, Steilacoom, Seattle and other places reported alarming tremors. The first shock, which jolted buildings considerably was followed by a second a little less severe. Each lasted about a minute. There were several slighter shocks besides, and the earth continued to tremble at intervals for more than a month. In the Puyallup Valley large trees were thrown down. January 22 a series of vibrations continued for more than nine minutes. Windows were cracked and chimneys demolished. Settlers said the crashing of timber could be heard in all directions. In Yakima City the shocks were severe. The inhabitants thought the Indians were attacking the town and rushed from their homes armed with guns. The first shocks were accompanied by a deep rumbling. The Steilacoom paper said that a peak of the Olympic range "has been sending forth at intervals dusky columns of smoke which produced quite a contrast to the snowy surroundings."

The waters of the Puyallup River lashed the banks furiously, and the Indians were greatly alarmed. They gathered in their medicine houses and appealed to their Tamanamus to allay the terrestrial commotion. The shocks slightly disarranged the machinery in some of the mills. A few persons were made quite ill, cattle were stampeded, and one old settler declares that all the birds left the country for several weeks.

County Superintendent J. V. Meeker's report for the year ending December 31, 1872, showed 535 persons between four and twenty-one years of age in the county, and only a 20 per cent school attendance of those between eight and sixteen years of age. There were twelve school houses in the county, and \$1,959.10 was paid in salaries to teachers. This was an average of \$43.50 a month. The text books in use were: Readers and spellers—Town's, Wilson's, McGuffy's and Saunders'; arithmetics—Ray's, Dacee's and Robinson's; grammars—Clark's, Bullion's, Smith's,

Pineo's and Kerl's; geographies—Montieth's, Cornell's, McNally's and Mitchell's; histories—Quackenbos' and Swinton's. In some cases two or three kinds of books on the same subject were used in one school; the variety was so great that merchants refused to handle school books for sale.

## CHAPTER XVII

1873—FIGHT BEGUN ON RAILROAD LAND COMPANY—PRESIDENT CASS AND COMMITTEE VISIT THE SOUND—BIDS FOR TERMINUS MADE BY TACOMA AND SEATTLE—TACOMA WINS IT—MC-CARVER'S DISAPPOINTMENT—C. P. FERRY'S EXPLANATION—WHY SEATTLE WAS NOT CHOSEN—DISCUSSION OF QUESTION WHETHER RAILROAD INTENDED TO COME TO TACOMA—MONTGOMERY, WHO BUILT MUCH OF THE ROAD, ASSERTS THAT HE FIRST SUGGESTED TACOMA AS TERMINUS.

It was the belief that the Lake Superior and Puget Sound Land Company was a sort of "ring within a ring" as one of the newspapers put it and that that company was attempting to force the building of the railroad a greater distance north than the railroad officials actually desired, this for the purpose of acquiring additional lands, and there was talk of appealing to the Secretary of the Interior the moment the line reached tidewater. "The duty of the Secretary of the Interior," exclaimed the Puget Sound Express, of Steilacoom, "would be to step in with his authority just when the road reaches Steilacoom; for then the company has got to navigable waters, with good harbor and better natural advantages than can be found elsewhere, and need not 'run a little farther down,' taking from the people forty sections of land for every mile 'farther down' they run. And if they should succeed in passing Steilacoom, they will make the Northern Pacific a costlier road than Jay Cooke and Barney contemplate, as every foot of land below this city has to be bought from the Puget Sound and Lake Superior Land Company. The latter company deserves to be 'played out' by the Northern Pacific, which can be accomplished by making Steilacoom the terminus."

Relief was expressed when Thomas H. Canfield was dropped



ALL TACOMA AT A PICNIC IN 1870



ELEVENTH STREET IN THE MIDDLE '80s



from the directorship of the railroad, and it was announced unofficially that the purpose was to free the company from the "clutches of the land company." General Cass, it was reported, took the presidency of the company only on condition that railroad men and not land speculators should build the railroad and determine upon its routes and terminals.

It was the aim of the railway company, for the benefit of its land department, to make a city of Kalama, and much money was spent in that effort. The railroad building proceeded northward for more than two years before the name of the northern terminus was announced. Olympia thought she had a definite assurance in 1871, but this was later withdrawn.

In October, 1872, General Cass, just elected president of the company, and Messrs. Ogden, Billings, Canfield, Wright, Windom, Samuel Wilkeson, Sr., committeemen appointed from the board to choose the terminus, for a week sailed about the Sound on the steamer North Pacific, with W. Milnor Roberts, the railroad's chief engineer. Already pinched by a lack of funds, the committee desired to find a terminus as quickly as possible. They wanted a good harbor, open places for trackage and wharves, and an abundance of cheap land, as the townsite promotions in connection with the railroad building were important to financial success. The committee examined Olympia, Nisqually and Steilacoom, and found objections to all; they looked Tacoma over, and moved on to Seattle, which they rejected because of its declivities and the lack of room for stations and trackage. They favored Tacoma, but determined to reserve final decision until they had returned to New York. Then they sent R. D. Rice, vice president of the company on the coast, and J. C. Ainsworth, who later became managing director on the coast, as commissioners to make another thorough investigation and report. These men came to Steilacoom where they discussed the various sites, and at length concluded that Tacoma offered the best opportunities. Meantime McCarver had been buying lands—some two thousand acres in all, presumably for the railroad's terminal uses. He had taken over the Judson, Galliher and other properties. He was buying these for the purpose of subsidizing the railroad, and this subsidizing had to be done as Seattle and other localities had

been making bids of an extravagant character. On the 30th of June, the following telegram had been sent to President Cass by the commissioners:

"The situation is substantially this: At Tacoma the Puget Sound Company have about 1,100 acres by purchase; bonded donations to Puget Sound Company and our company about 1,500 acres; bonded to purchase 60 acres mill property (now Tacoma Mill Company) for \$100,000 gold. This whole territory in solid body amounts to about 2,700 acres with unbroken water-front of over two miles and riparian rights to tide flats of say 600 acres to which can be added company lands in vicinity including natural parks with beautiful lakes enough to swell the amount to, say, 10,000 acres.

"Seattle offers about 2,500 acres and 450 lots in city limits, some 6,500 acres in vicinity, \$60,000 cash, 4,800 feet front on navigable water and release of riparian rights of tide flats near city, title to pass on completion of road to that point. City limits very large. To carry out plan of a city company on \$2,000,000 basis with any prospect of success, as now advised shall unhesitatingly decide in favor of Tacoma. The mill property to be purchased cost them more than is asked for it, but it is vital to success of enterprise as it covers half mile of best water-front. Please answer.

"R. D. RICE,

"J. C. AINSWORTH."

July 3d, General Cass telegraphed to Messrs. Rice and Ainsworth:

"Have telegraphed you today in cipher in effect that executive (committee) coincide in opinion with you, as to location of terminus."

A few days later a delegation of Seattle men moved on Steilacoom with the hope of convincing the commissioners that a vital mistake would be made if Seattle were not chosen as the terminus. The visit aroused both the humor and sarcasm of Editor Dickens of the Steilacoom Express. The paper of July 17th said:

"Seven of the Seattle delegation came up on the A1, fast sailing, big pressure steamer Zephyr on Friday last with their

hats full of blanks to make their 'last and final' bid for the terminus. The delegation comprised the 'big' men of Seattle, and as they marched in double file arm in arm through the streets of Steilacoom to Hotel de Rhinehart to meet the locating commissioners their lofty beavers glistened in the noontide sun like an African's phiz in a field of cane. They came, they saw and—that was all; for the heads of the locating commissioners were too well balanced to lose their equilibrium on meeting this august delegation of great men from the town of sawdust and fleas."

July 14, 1873, the commissioners sent from Kalama the following telegram which reached Tacoma at 2 P. M.:

"To Gen. M. M. McCarver:

"We have located terminus on Commencement Bay.

"R. D. RICE,

"J. C. AINSWORTH,

"Commissioners."

That telegram, of course, was received with joy by those who were promoting townsite affairs. But their joy became gloom when the formal notice was sent out by the commissioners. This notice said:

"The commissioners this day (July 14) announced that the terminus of the main line of the Northern Pacific Road on Puget Sound had been established at a point on the south side of Commencement Bay in township twenty-one (21) range three (3) east of the Willamette meridian, and communicated this result to the parties interested."

The two Starrs, L. M. and E. A., having taken over Steel's interests, they and McCarver had expected, and there seems to be some ground for the reasonableness of their expectation, that the terminus would be in the Tacoma they were promoting, or what is now known as Old Tacoma. But the railroad company fixed its real terminus at what became New Tacoma, too far away to be of great immediate benefit to the town that had been started, and was instead a body blow to its aspirations. Had McCarver harkened well to the advice of Nicholas DeLin, when he interviewed that early settler, in Portland, in 1868, he would have

been in the position, possibly, of procuring a fortune. DeLin had urged McCarver to choose his townsite as close as possible to the head of the bay. McCarver discarded that, however, for the deep water possibilities of the Old Town harbor.

In after years C. P. Ferry, discussing the new townsite said: "The center of trade at Tacoma would have been at Old Tacoma had it not been for one little thing. The engineer headquarters in preliminary survey of the 'New Town' townsite was in a log building situated on the side of a high knoll which we called 'Mount Ainsworth,' situated at what is now about the corner of North Eighth Street and Yakima Avenue.

"When the engineers commenced work they found that their headquarters were located on ten acres of land that belonged to outside persons. The company owned 4,000 acres of townsite, a solid body from 'Old Town' to the head of the bay, all except that ten acres, and they wanted that because it would be the most central part of the town. They offered to buy it of us, for I owned five acres of it, and we declined to sell.

"The next day they began building their first shanty at what is now the corner of Ninth and Pacific Avenue, for their engineers. They blundered in doing so; we blundered in not selling. The town would have grown much more rapidly if it had been centralized near Old Town.

"For years the town suffered from it in many ways. For years the trains ran direct to the wharf and no one passing through saw anything of the town except the Chinese shanties and the wharf, and they were invariably informed at other points that they had seen all of Tacoma."

Gen. Hazard Stevens who acted as right-of-way agent for the company, is of the opinion that it was not the intention to come into Tacoma with the line. The first news of the failure of Jay Cooke & Co. came in a telegram to Capt. J. C. Ainsworth, the message saying that \$50,000 and no more would be supplied to carry the line to tidewater. At that time the work was still twelve miles from Tacoma and General Stevens had bought right-of-way to the eastward of Tacoma, nearly as far as the town of Puyallup, and apparently it was the intention to build the line on to the northward.

“Judge Rice, vice president of the road,” says General Stevens, “and Gen. John W. Sprague, general manager on the coast, took charge of the negotiations for the acquisition of the Tacoma site. As they were unable to make arrangements satisfactory to themselves with General McCarver who owned the site of ‘Old Tacoma’ they located the town farther up the head of the bay.”

It is the opinion of Northern Pacific Railroad men who have looked into this subject with considerable care that it was the aim of the builders, for many months before the announcement of the selection of the terminus was made, and long before the Cooke failure, to come into Tacoma and make it the terminus. They believe the original plan was to strike the valley by an easy grade and enter Tacoma on a water level. Financial considerations compelled them to choose a shorter route, though it involved the steepest grade between the Sound and the Columbia River.

General Stevens had no difficulty in procuring right of way except for about twelve miles along the Cowlitz River. The road paralleled the river, running on a ridge. Back of this ridge the land was low and subject to overflow. The farmers therefore built their houses on the ridge “and the line went through every man’s dooryard, and was pretty sure to hit, if not his house or barn, at least his pigpen,” as General Stevens puts it. In many places right of way was given, or was sold for a nominal figure, but the ridge farmers had an appeal of their own. They found their hill surrounded by water to be profitable.

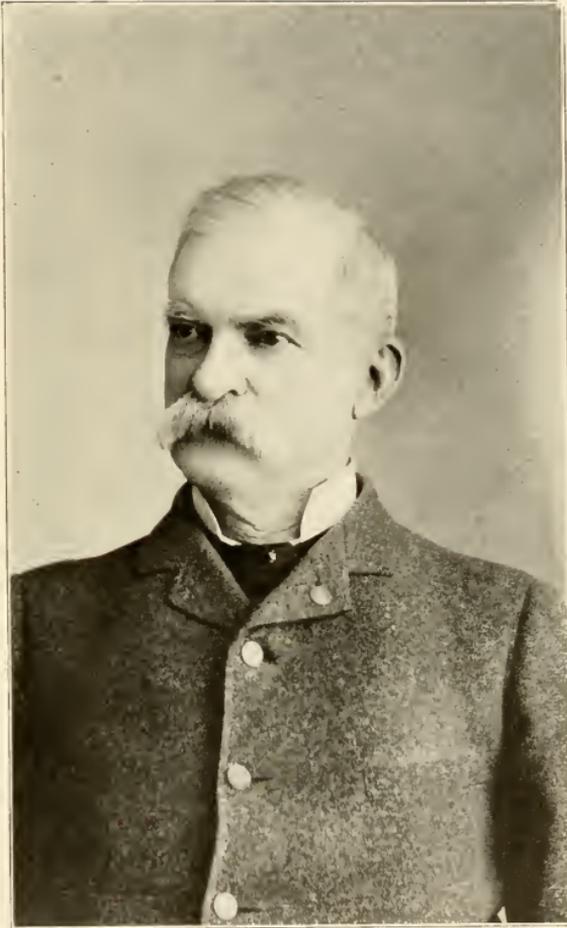
While it was said at the time that the destination of the line was Bellingham, and railroad employes believed that town would be the terminus, the telegrams of June 30 and July 3 seem to put at rest the idea sometimes expressed that Tacoma became the terminus by accident. The statement frequently is made that the company was cutting a right-of-way and grading from Hillhurst toward Puyallup, with the expectation of going on to Seattle leaving the Village of Tacoma entirely out of consideration. It is true that the timber was cut and some work done on the Hillhurst project, and even today the rift in the timber can be seen, though 18-inch trees have grown upon it since. The fact is that the builders planned to reach the Puyallup Valley, then send the

main line to Tacoma by a water grade, and continue from the valley a line to Seattle. Shortage of money made this impossible. June 24 Messrs. Rice and Ainsworth received this telegram from President Cass:

“Hold construction in check so as to avoid work beyond terminus when fixed.”

The facts are clear that the commissioners, having in view the acquisition of suitable terminal facilities, as well as a townsite project of hopeful prospects, chose Tacoma deliberately, simply because there seemed to be more money in it; the water front offerings were very much better than Seattle guaranteed; the townsite was far less expensive to develop. The commissioners found fault with the swamps and hills of the Seattle townsite. They were driving a sharp bargain; each of the candidates for the terminus was offering the best it had, and on the face of the record, it is clear that the proposal which Tacoma made was superior to that of any other.

McCarver and his partners declared they had been betrayed when the lands they had bought for the railroad were turned over to the Lake Superior and Puget Sound Land Company (afterward the Tacoma Land and Improvement Company) for the building of a new town about the terminus. They seem to have attributed the fixing of the terminus on the “south side of Commencement Bay” to some sinister purpose. But in the light of after development and particularly when more recent growth is considered, it appears plain why the engineers made the selection. The “Old Tacoma” situation offered nothing like the room required for passenger stations and its accompanying trackage. It would have been sufficient for the beginning, but it offered no such future as the engineers in their dreams foresaw for the needs of commerce and of the city. It was McCarver and his partners who made the mistake; not the railroad company. The three men profited very little, if anything by their townsite venture. In many cases lots which they had sold in “Old Tacoma,” on bonds, were reconveyed to them and they refunded the purchase money. Much misunderstanding and in some cases ugly charges grew out of these dealings. McCarver, who was on the ground and the agent for his partners, was criticised by some persons who



GEN. J. W. SPRAGUE

Dominating figure in the first railroading in the territory



believed that he had misled them, but after all no one had been more seriously disappointed than he, and it probably shortened his life.

The railroad company did not procure the Hanson, Ackerson & Co. mill property without considerable dickering. Instructions had been sent to John N. Goodwin, in San Francisco, to close the deal at the best figure possible and June 26, 1873, he called at the office of Hanson, Ackerson & Co. where he soon found out that Hanson had learned of the probable selection of Tacoma as the terminus and had grown cool over the subject of selling. Goodwin so notified Messrs. Rice and Ainsworth who immediately wired him:

“ \* \* \* We feel convinced that the price placed upon the property is too high and should be reduced. Seattle is proffering us most liberal donation in cash, city lots, extensive and unbroken waterfront including the Yesler mill and wharf, and also large quantities of valuable lands in the vicinity of the town, while Tacoma, an undeveloped town, retains her most valuable improved property or demands what seems to us under the circumstances an exorbitant price for it. Is this wise? We make the suggestion for the consideration of the owners. We think the personal property of the company at Tacoma of every description should be included. If this is done our company will pay the \$100,000 in gold in 30 days” etc.

The deal was ordered closed, and the mill then was rented on a basis of \$100,000 with tug, goods and logs at cost to Hanson, Ackerson & Co. This sale was not pleasant to Ackerson as it made him very little on his investment. But in 1881 he sold his interests to Hanson, who paid him \$125,000 for his original investment of \$2,000.

The Northern Pacific contractor, who was building the line was J. B. Montgomery, and he carried a sawmill with him as he moved his forces northward. It had a capacity of 40,000 feet a day, and its last set-up was on Clover Creek.

Montgomery took the contract to build the first twenty-five miles from Kalama, and before that was completed he took another contract for ten miles. J. L. Hallett had the contract to build the next thirty miles. Montgomery then got the contract

to build from Tenino to Tacoma, forty miles, though the contract called for 100 miles, with a saving clause that would permit the company to stop work after forty miles had been completed. This 100-mile contract was given in order to excite bidding among the towns that sought the terminus and it had that effect. The company owed Montgomery \$225,000 for his work and he refused to complete the line into Tacoma.

Colonel Montgomery believed that Tacoma owed her good fortune in becoming the terminus to him. In after years he told the story as follows:

"I was unquestionably the first one to suggest Tacoma. I was a considerable stockholder, and bondholder to the extent of \$25,000, and had a personal interest in the road—in fact, \$56,000. When I came out here in 1870 General M. M. McCarver was so intent upon securing the terminus that the other candidates for the terminus in derision dubbed him 'General Tacoma.' I hired a team and rode with him from Olympia in August, 1870, up to Tacoma, which then consisted of a sawmill and a dozen or two houses. A ship was at the mill wharf loading lumber. On Sunday the captain and the crew rowed me in a boat all over Commencement Bay. We took soundings with the ship's lead and line just this side of the mud flats and found good anchorage.

"I wrote to W. G. Moorhead, a kinsman of mine, and the financial backers, the Jay Cooke concern, and told them that in my belief Tacoma was the proper site for the terminus, that it had a large harbor and all the anchorage that could be needed.

"Moorhead took the letter, with a map of Washington, over to Col. Thomas A. Scott, president of the Pennsylvania Railroad, and considered the greatest authority on railroad matters in this country and who had a large interest in the Northern Pacific. He showed the map to Colonel Scott who ran his eye over it, put his finger on Commencement Bay and said, 'This is where it ought to terminate if the road can get in at that point.' Mr. Moorhead said, 'It can get in, Mr. Montgomery says, and that is the point he recommends.' Scott replied, 'His head is level.'"

In 1881 Montgomery built the connecting link between Kalama and Portland. It was years before he received pay for the line between Tenino and Clover Creek. Montgomery said

that when the line was built between Olequa and Tenino there was but one house visible from the right of way.

The locating engineer on the Kalama-Tacoma work was Thomas Burnside Morris, a man of great ability and rugged honesty. He took over the work after Major Flint had located the first five miles. He altered the route of that stretch, and it has been asserted that his genius saved the company not less than \$250,000 as compared with the cost of the Flint location.

Hillary Butler was Montgomery's chief of transportation, and he, too, was a genius. Financial pressure was keying up the progress to the highest pitch, and every ounce of muscle had to be procured from the 750 Chinese and 250 white men who were employed on the grade. Between Nisqually and Tacoma they graded fourteen miles in eighteen days. Butler had to keep the camps up with the men. It was a master's task. Butler bought the lots in Seattle where the Butler Hotel now stands for \$350 and sold them for \$85,000 after he had procured many other thousands in rent. George Thomas, of Walla Walla, was Montgomery's "chief of horse." In early days he had been Oregon's largest stage contractor.

## CHAPTER XVIII

1873—MORRIS COMPLETES RAILROAD SURVEY—LAND COMPANY ORGANIZED—STRIKERS BUILD BARRICADE AT CLOVER CREEK AND DEFY NORTHERN PACIFIC OFFICERS—J. C. AINSWORTH GUARANTEES WAGES AND WORK IS RESUMED—“SKOOKUM” SMITH COMPLETES LINE TO TACOMA—LAWSON BRINGS IN FIRST TRAIN, WITH BLACKWELLS ON BOARD—LAST SPIKE DRIVEN UNDER DIRECTION OF JOHN BOLANDER—EARLY DAY TRAINS HAVE TROUBLES—BLACKWELLS OPEN HOTEL—MRS. BLACKWELL’S PICTURESQUE ACCOUNT OF HER PIONEERING.

Thomas B. Morris, the railway engineer, was considerably bothered through the summer of '73, in his camp at Lake View, owing to the failure of his superiors to designate the route to be taken. Even after Tacoma was chosen as the terminus there was some delay. Morris surveyed two routes, one known as the “53-foot grade line” the length of which was 44.17 miles from Tenino to the dock site in Tacoma, and the “116-foot grade line,” by which the distance was 40.80 miles. The route by the steep grade was 3.37 miles shorter than the other, and it finally was chosen. For the company had to make time. Its finances had reached an alarming condition.

The eastern offices of the company were urging the commissioners, Rice and Ainsworth, to hasten the formation of the town company, and they and Judge Strong were at work on the papers. The eastern office appointed C. B. Wright, Charlemagne Tower, and Messrs. Billings and Ainsworth to own the terminal city. They were, of course, all directors of the railroad. August 15 a telegram was sent by General Cass to Rice and Ainsworth instructing them that “delay will be fatal to plans for procuring money.” Rice and Ainsworth went east at once, and within the



CHARLES B. WRIGHT

Philadelphia millionaire who contributed thousands in furthering  
the interests of young Tacoma



next few days the land company was formed. Money was procured but not enough to bring the railroad to the terminus. The track still was twenty-two miles from Tacoma when the financial crash came, September 18, 1873. The first to fall was the New York house of Jay Cooke & Co., and the collapse of his Philadelphia house and his Washington bank followed immediately. Failures resulted in rapid-fire order everywhere. The country was terrorized. There had been nothing like it since 1857.

Many of those employed in the railroad building had been miners in the Frazer River country and they were, generally speaking, a rough lot. So that, when they decided to strike for their delayed pay a dangerous situation was presented. At Clover Creek, then known as Skookumville, they threw up barricades, armed themselves and defied their superiors. Conductor Nicholas Lawson, of the construction train, undertook to reason with the strikers when he was held up there. Davis, the leader, at first was very menacing in his conduct, but finally was persuaded by Lawson to permit the locomotive of the train to be sent back to Tenino where the officers of the road might be notified of the situation. This was done, and General Sprague, Governor Ferry, Chief Justice Greene, and General Stevens went out in a special train from Olympia to endeavor to remove the blockade. This special train was held up by the pickets 200 yards from the barricade. The strike leaders went forward to parley, with the result that Captain Ainsworth personally guaranteed the unpaid wages. On the Sunday before the blockade was lifted, Rev. W. T. Chapman went to "Skookumville" and preached to the strikers and the considerable crowd that spent the day with the angry workmen. The people of Steilacoom gave aid and comfort to the strikers. They were incensed, of course, over the choice of the terminus, and besides their stores were being largely patronized by the strikers.

J. C. Ainsworth paid the men a part of their back wages in cash, squared the remainder with due bills on the store at the Hanson mill, and work was resumed. E. S. "Skookum" Smith had been employed by the railroad to complete the work after there had been trouble with Contractor Montgomery. By pushing his forces to the highest pressure Smith completed the line

into Tacoma twenty-four hours before the date of the charter's expiration.

"Skookum" Smith was a New Yorker, born in 1828, and he came to Washington Territory in 1870. He built the first saw-mill at St. Anthony Falls, now in the heart of Minneapolis. He first built a mill at Kalama, but soon came to Tacoma and in '74 he prospected for coal. He later removed the machinery of the Kalama mill to Tacoma for the "Hatch mill." It was largely through his discoveries and his advice that the Northern Pacific company built the coal road to Carbonado—a work that would have failed but for the energy of C. B. Wright, who finally furnished from his private means the money to carry it through. At Wilkeson, Smith developed the first manufacture of coke on the west coast, after laborious effort. He organized a company and his enterprise seemed to be directed toward great success, when he died in 1886. His experiments in the coke industry alone entitle him to a lasting place in the history of the Northwest.

The grade of the railroad had been completed in abundant time, but slides and bad weather had delayed the construction trains seriously. Nicholas Lawson, in after years well known as a railroad builder and recently commissioner of light and water and builder of the city's power plant at Nisqually, was the conductor of the construction train. He first had come to Tacoma early in November, 1873. He says that at that time there was a cabin or so at the old DeLin mill occupied by men named McNeer and Root. At about where the Halstead House afterward was built, just south of Seventh Street, on the east side of Pacific Avenue, a Doctor O'Brien had set up a shack with a canvas roof. He was waiting for the railroad and was ministering to the Indians and others who happened along with ailments. He was trying, also, to interest capital in a knitting machine which seemed to him to promise cheap socks to the wide world. His pioneering availed him nothing. Later removed to Astoria where he married a widow with money and went into the hotel business.

Lawson says that when he first came here the little spit or island at the head of the bay was fairly well covered with Indians' bones, burial boxes, cedar wrappings, and other indications of

the use of that spot as a burying ground. Arrowheads and other Indian relics were numerous there.

The first train that came into Tacoma was, of course, a construction train, and Lawson was its conductor. He had been railroading since '69. He is a Swede, born on an island in the Baltic Sea. He was a sailor like his father before him, and had made many trips to America before he landed to become a citizen. His father had come to this country some years before to find a home for his family. He joined the Union army, and soon his family lost all trace of him. Nicholas undertook to find him but it was not until 1869 that he discovered his grave in Peoria, Ill., learned that he had been terribly wounded in the service of his country, and had died among strangers. Nicholas Lawson had begun service with the Northern Pacific when the railroad building began at Kalama, and he was at the front through the whole period of the line's construction. When he brought the first train in, pushing the rude kitchen, dining and sleeping cars ahead of the engine, something went wrong at about the foot of Eleventh Street—which at that time was a skid road, the logs being tumbled over the bluff into the bay—and most of the train was heaped up in a serious wreck, and Lawson rescued the cook, Pete Bracken, through the roof of a crumpled car. Ed McCall was the engineer.

A few days later, about the middle of November, came the first train to carry anything besides ties, rails, etc., and aboard it were Mr. and Mrs. William B. Blackwell and some of their hotel furniture. The train had been brought as far as Tenino, then the end of the regular passenger run. There the Blackwells remained in their car over night. The next day Lawson brought them to Tacoma. The train stopped at Seventeenth Street.

Mrs. Blackwell, who died in April, 1916, left a delightfully written paper in which she described the family's arrival in the new city. She wrote that when the train reached the end of the track, they were met by General Sprague, who conducted them to the water, where they were placed in a rowboat manned by two Chinamen, and conveyed to the incomplete hotel. Mrs. Blackwell had to climb a narrow board to reach the wharf floor, as the tide was out. There was neither bed nor food in the hotel.

Atkins, who was building the hotel wharf, invited them to his table on his pile-driver, and they hired four men to carry a box mattress from their car.

A few days later the iron came for the completion of the track, and at 3 o'clock, December 16, 1873, the formality of driving the last spike was observed, with about two hundred persons present. There was much cheering, and speech-making by General Sprague, "Skookum" Smith, Joseph Ralston, Colonel Hibbard and others, after the final spike had been sent home, under the direction of John Bolander, head spiker, now in charge of Lincoln Park. He had bossed the spiking all the way from Kalama. M. M. McCarver, General Sprague, "Skookum" Smith, Job Carr and others each took a turn at the sledge. The engine that brought the train in was No. 11. The train had been brought as far as Tenino by Conductor Harry Alger and Engineer Mike Craig. Alger was the senior conductor, Tom Hewitt was second, Lawson was third. Pete Ross is believed to have been the first passenger brakeman. The engineers in their order of seniority were Mike Craig, Riley, Ed McCall and Matt McCoy. All of these engineers had had their turn with the famous "Minnetonka," "J. C. Ainsworth," "Richard D. Rice" and "Otter Tail," small saddle-tank engines which served in the railroad building. They had no tenders, and carried their wood and extra water supplies on a flat car. These locomotives could not bring trains into Tacoma, as they were not heavy enough for the steep grade, but they frequently were here, with a car or two of construction material. The heavier engines, in the order of their coming, were Nos. 15 and 16, both Baldwins, No. 11, a Pittsburgh eight-wheeler, No. 2, No. 13 and No. 24, Baldwins, and No. 17, a large-wheeled locomotive that developed a speed of sixty miles an hour.

Late in the afternoon of the day of the last spike, the train started on its return trip for the South, carrying General Sprague, Mr. and Mrs. Theodore Hosmer, Harry Cooke, nephew of Jay, and who, with his brother, were Tacoma's first bankers, and Mr. and Mrs. Ezra Meeker, founders of the town of Puyallup. The train carried furs shipped by Meeker and fish shipped by Shorts & Ludwig.



MR. AND MRS. THEODORE HOSMER

Mr. Hosmer came to Tacoma in 1873 as secretary of the committee appointed to select the western terminus of the Northern Pacific Railroad



Many Indians had gathered along the line to see the "hiu chick chick" as it sped through the night, its flaring stack spewing cataracts of sparks from the crackling fir in its fire box. The Indians had been watching the railroad building with great interest and a few of them had been employed by the contractors. Most of them viewed the locomotives with a desperate fear, and they viewed them from afar. Some of the white settlers were similarly timorous.

The wood for the engines was cut in two-foot lengths and had to be piled in the firebox with great care in order to make steam. If pitched in at haphazard it formed what the firemen ridiculed as a "crow's nest," which at once was made noticeable on the steamgauge. The locomotives left Tacoma with their tenders filled with wood and two stops were made for more before Kalama was reached, the trip consuming from four to five cords. Firing an engine with fir was laborious and painful. Splinters severely lacerated the firemen's hands. A pair of gloves scarcely would last for one round-trip. N. S. Pierce was the first railway mail clerk, taking the run January 7, 1874.

There were almost no sidings between Tacoma and the Columbia River for several years after the road was built, and at many of the crossings and small stations cars were left on the main track to be loaded or unloaded. This practice usually put the locomotive in the middle of a train, as it was picking up cars in front and leaving them behind.

One foggy night General Sprague was making ready a special train for Kalama, to hasten to Portland some important visitors, and he had taken the precautions to send locomotives out from Tacoma and Kalama to remove cars from the main track. Matt McCoy was coddling his locomotive ready for a fast run and Sprague and his guests were in the coach waiting for the start when Arthur D. Sweet, then a fireman, happened along and fell into conversation with McCoy. Sweet had come north that afternoon. He commiserated with McCoy for having to make a fast run in the cold fog. Purely by accident he mentioned a car of livestock that had been left on the main track at Centralia. McCoy was astonished. His reports had not shown that a car had been left at that point. He notified General

Sprague, whose astonishment was equally great. Undoubtedly, but for the fortunate information which Sweet gave, General Sprague's train would have been in a serious wreck that night. He gave Sweet credit for having saved the lives of himself, his guests, and his crew.

Mr. and Mrs. Blackwell, when they reached Tacoma, found their new hotel only partially under roof. The contractor, H. A. Atkins, who had been mayor of Seattle, was pushing the work with all speed and not many days elapsed before it was complete. It opened for business January 1, 1874.

Jacob Mann was installed behind the bar of the new hotel. He had instructions that the bar was for the accommodation of the guests and was not to be a hard drinking place. He followed this rule to the letter. He refused to give a railroad employe more than two drinks. He never would sell to a man under the influence of liquor. He was a czar, square and well liked.

The Blackwell Hotel was 200x40 feet in floor dimensions, its ridgepole was 43 feet from the floor, 203,000 feet of lumber and 122,000 shingles were used in the construction. It was as clean as a pin, and it set a table renowned throughout the Northwest. The hotel occupied the second floor, the first being used by the railroad. There were walkways beneath the wide eaves and a veranda faced the mountain. Here Mrs. Blackwell had boxes of nasturtiums and geraniums, and later a considerable garden, of which she wrote: "The first funeral (or rather burial, for no services were held) was that of a sailor drowned in the bay. It was not known who he was. Mrs. Joseph Houghton and I were asked to furnish some flowers, as we had the only ones in town. I had the first flower garden, made with a foot deep of leaf mould on a strip of the wharf, at the end of our building. The railroad trackmen coming from their work brought in gunny sacks of dirt, until I had two beds about 40 feet long. I grew about everything one ordinarily has in a small garden. Added to this, I had long boxes eighteen inches deep on a porch which extended the width of the building. I also had 200 boxes made and painted which held my tender plants that I took in the house during the winter. We had water piped in the building from a spring nearly below Mrs. Wingate's house. My garden thrived and grew finely,

for when I was tired at night after a long day's work, I rested by working the soil and watering the plants and flowers."

Like most of the pioneer women Mrs. Blackwell had her hands full. She and one Chinese boy of thirteen, who staid with her eight years, took care of 60 beds and sometimes had to make provision for 100 guests. The first Thanksgiving dinner in New Tacoma was eaten in the kitchen of the Blackwell Hotel. The dining room was not completed, and guests were not yet being taken. A turkey was brought from Portland for the feast.

The walls of the hotel were covered with cloth and paper. The partitions between the rooms were so thin that one fairly had to whisper to avoid disturbing his neighbor. The hotel was set on piles and the whole structure quivered like an aspen whenever a steamer tied up.

About two years after the hotel was built it was removed from the outer edge of the wharf to a position closer to the bluff. The railroad offices were removed and the entire building was put to hotel uses.

The waterway was alive with fish; game birds came to the tideflats by the thousands; a hunter did not have to go much farther west than E Street to get a deer. The Blackwell tables therefore served game in abundance.

"The main travel was between Portland and Victoria, steamers making two trips a week between Tacoma and Victoria, connecting with the railroad here," wrote Mrs. Blackwell. "From the opening day of the house (on steamer day) it might be said, we had a sweet time, for every one who got married within reach of vessel or rail made it their bridal trip. I think everyone in Oregon had postponed their wedding day until Puget Sound or Victoria could be reached.

"We were practically three communities at this time. Old Tacoma, Wharf and New Tacoma, or 'on the hill,' as we said, meaning Pacific Avenue from where the city hall is, to about Twelfth Street; A Street from Eighth to the same distance, a few scattered shanty houses a little farther up. There was much feeling between the Tacomas about the name. We would call the old part 'Old,' while we wanted to be called 'Tacoma,' they insisting we were not Tacoma proper but called us 'new.' This

feeling continued until the two parts consolidated, dropped the old and new, and were one.

“Just before we came the town site had been cleared of trees, the small ones with trimmings, piled in three huge bonfires and burned, the ground as well burned over, leaving only ashes and blackened stumps where the future great city was to be. There were a few tents on the ground where the workmen had been living. All business was at the wharf—the railroad and express offices, telegraph, two small stores—afterward a printing office; also three families lived there. A few people were on the hill in rough shanties or boarded-up tents. My first visit to Pacific Avenue was in March following our coming. The only way of getting to the town site from the wharf was a single footpath packed down hard in the mud. In front of where the Odd Fellows Temple now stands, was a deep mud puddle, which has had enough rubber in it to start a good business—overshoes sucked off the feet of pedestrians. That summer a plank walk was laid up the hill, consisting of two boards laid lengthwise.”

Mr. Blackwell had served in the Union army as quartermaster of a New York regiment, a position requiring executive capacity, great promptness and often much ingenuity, and in the great campaigns on the peninsula he never failed but once to have supplies up with his regiment when it camped. Soon after the rebellion Mr. and Mrs. Blackwell read in Harper's Magazine an article on the Northwest by Thomas Somerville, and they vowed that some day Puget Sound should be their home. The Somerville article turned many eyes to the Northwest. It was well written, sympathetic and accurate. The Blackwells read and re-read it, as did hundreds of others. In 1870, when they were living in Utah, they visited the towns of the Sound by steamer. The vessel put in at Old Tacoma, where a village was beginning to show among the stumps. They spent some time in Olympia and Seattle. At the hotel in Olympia at which they stayed—it was the *Tacamah*—they learned how serious a word “terminus” then was in the Northwestern vocabulary. The waiter stopped serving them to have a vigorous quarrel with a co-worker in the kitchen, through the sliding opening in the wall by which food was sent to the dining room, over the question of where the terminus of the railroad

would be, and they probably would have come to blows had the "grub-hole" been large enough for either of them to get through. In 1871 Mr. and Mrs. Blackwell removed to Kalama, then the busy headquarters of the railroad builders, and conducted the Kazano House, which Thomas H. Canfield, who named it, said was the name of an Indian chief on the Columbia River.

They made money in the hotel business. The Blackwell Hotel in Tacoma was very profitable. Fortunate investments assisted in the accumulation of a fortune. They helped their friends—in one or two instances, false ones. In the crash that was to come twenty years after their arrival they were destined to lose all they had made. Without complaint they met heavy obligations which a less rigorous honesty might have avoided. Later on, when they again had found the favor of fortune, they devoted much attention to art and made a collection of paintings, prints and books probably superior to any other in Tacoma.

A commodity which in later and more prosperous years became plentiful on the townsite but which was rare enough in the beginnings, was champagne. When on one occasion the Blackwell Hotel was called upon to serve a banquet, with champagne, some excitement resulted. Blackwell did not have time to send to Portland or Seattle. He remembered that long before he had shipped in a California champagne of rather doubtful genealogy and this was brought forth from its hiding place and tried. It was as dead as rainwater. The cheerful pop of the cork and the geyser of bubbles which attend the ceremony of opening the genuine was miserably absent in the California simulation. A sudden inspiration struck the Chinese cook. "I fix him," he said. By way of experiment as a basis upon which to carry out his operation on a larger scale, he conveyed one of the bottles to the kitchen and immersed it in hot water. The rising temperature gave the wine a new interest and presently when the Chinaman released the cork it shot across the room with a bang. That evening the banquet was served, with "champagne," but instead of being carried to the tables in buckets of ice, it was carried in baskets to prevent the burning of the waiters' hands and it was served hot. There was some demur from one or two who thought they knew the latest wrinkles in wine-serving but Mine Host

Blackwell, busy and smiling and assuring, told them that ultra-modernity commanded hot champagne for the festal board, and the evening passed merrily with a truly corking reverberation.

Mrs. Blackwell's reminiscences covered many interesting incidents. She wrote:

"Many distinguished people passed through—scientific men, artists, military and naval officers. President and Mrs. Hayes were here in the late '70s. They held a reception on the wharf—there was no room large enough for the purpose. General Sherman was here twice, and on one of these occasions a reception was held at General Sprague's residence at the corner of A and Tenth streets. He was not in good humor and, for fear he would be bothered too much, callers were asked to go in the front door, shake hands and pass out at the back of the house as quickly as possible.

"President Harrison was here in 1885, and again, with Mrs. Harrison, in 1891. The last time elaborate arrangements were made to entertain them during their short stay. He was to be taken with his party and distinguished citizens in carriages for a drive around town, review the school children, who were to be lined up on the sidewalk on Pacific Avenue, while Mrs. Harrison was to hold a reception in the foyer of the Tacoma Theatre, which was fitted up with rugs, furniture and flowers to resemble a room. A painting of the mountain was presented to Mrs. Harrison by the ladies of Tacoma. The President was not pleasantly impressed by our climate (it happened to be raining) and asked: 'What are all those children doing out in the rain,' and requested that they be sent home. The gist of his remarks can be gathered from this bit of doggerel published in the newspaper the next day:

"Tacoma's rain was falling fast,  
As up Pacific Avenue passed  
A hat, and underneath, a man  
Who muttered as he only can,  
"Drive faster!"'"

"Another notable I remember, was the (then) well known opera singer Caroline Richings, who one day stepped from an

incoming train, with her company, gazed around, passed to the edge of the wharf, followed by the members of her troupe, fell on her knees, and raising her arms to Heaven, with a most dramatic air, exclaimed, "Thank God! I behold Puget Sound!" She explained that she was a grand-daughter of Lieutenant Puget who was here with Vancouver."

## CHAPTER XIX

1874—TRACKS LAID IN RAILROAD STREET TO CARRY LUMBER— J. S. HOWELL ERECTS RAILROAD MEN'S HOTEL—O. F. COSPER'S ACCOUNT OF EARLY TRAVELING—FIFE'S STORE ON "DONNELLY CORNER"—FIFE BUILDS WATER WORKS—FIRST FIRE—STEAMER LIVELY RUNS BETWEEN OLD AND NEW TOWNS—FIRST CENSUS TAKEN—THOMAS W. PROSCH STARTS FIRST NEWSPAPER—COOKE BOYS OPEN FIRST BANK—MARRIAGES ON BOARD STEAMER—FIRST WHARF IS BUILT—FIRST MASONIC LODGE FORMED—JULIUS DICKENS' COMMENTS ON THE "CITY OF DESTINY"—GENERAL SPRAGUE'S POPULARITY.

The next step in the process of city building was to lay a railroad track up Railroad Street to Ninth, from Seventeenth. This was for the purpose of placing lumber where it was accessible for house building. The custom for a while was to turn all trains at the "Y" in what later was to become South Tacoma, and back them to the townsite. At Railroad and Seventeenth streets the passenger coach or coaches were uncoupled and permitted to drift down the grade to the Blackwell Hotel on the wharf, while the freight cars, laden with lumber, were pushed up Railroad Street.

The line up Railroad Street was ordered by C. B. Wright, who had just become president of the Northern Pacific Railroad. Aside from its immediate purpose as a lumber carrier, it was designed to become the main line later on, Wright having a plan to place the passenger station at Ninth Street, between Railroad and C streets, and the entire block between Ninth and Eleventh streets and C and Railroad streets was set aside to be utilized as a passenger yard.

One of the earliest structures was a frame hotel built by J.

S. Howell at Seventeenth Street about where the Frye-Bruhn plant is. This was for the accommodation chiefly of the firemen, brakemen and other railroad employees. The engineers and conductors lived at the Blackwell, where Mrs. Blackwell's table and bedrooms delighted. Howell built a large number of the very early houses. He builded through the week and preached on the Sabbath, and not infrequently he and the railroad men were squabbling. There was a continual shortage of cars and the railroad desired cars to be unloaded on Sunday. Howell never would do it. He was one of the few who did not work on Sundays. There was no day of rest for some time. The ring of carpenters' tools never ceased in daylight hours.

O. F. Cospers, who figured for many years in the city's activities, was a traveling salesman for a grocery house in the early '70's, and in '73 he first visited Tacoma. He left Portland in the morning, reaching Kalama by boat at 2 p. m.; remaining there over night he left at 7 a. m. and reached Tenino at 4; the stage landed him at Olympia at 7 p. m.; next morning at 7 he took the crack passenger steamer Zephyr for Seattle, arriving at 6 p. m. The journey thus consumed most of three days. His territory embraced all of Washington and Oregon, part of British Columbia and Northern California. Travel everywhere was slow. His trip to Southwest Washington was begun at Olympia where he took a stage for Montesano; a boat on the Chehalis River carried him to Cosmopolis, Hoquiam and Aberdeen; taking a boat to Peterson's point, a stage carried him to North Bend on what then was called Shoalwater Bay, now Willapa Harbor; a boat then was taken to Oysterville, a stage to Ilwaco, and a boat to Astoria. Cospers and his bride were among the handful of passengers who started north on the first regular, through train from the Columbia River to Tacoma, though they did not come all the way. At Tenino they were advised by T. B. Morris, the engineer who had assisted in the construction of the line, that the remainder of the journey probably would be rough and unpleasant, and he invited them to ride with him in his carriage to Olympia, where they took the boat for Tacoma.

Conductor Tom Hewitt was with the company until 1881 when he retired to a farm. He ran for years on the main line

between Tacoma and Kalama and afterward on the Carbonado branch. Mr. and Mrs. Hewitt came to Tacoma to live in 1875. They first lived south of Seventh Street on Pacific Avenue, and a short time afterward bought a house on the west side of A Street, about where the Villard House stands. Mr. and Mrs. P. D. Forbes lived on A Street across from the present fire headquarters building. The Forbes' daughters became Mrs. Warren Brown and Mrs. Frank Knox Brown. Mr. Forbes was connected with the Hatch mill. Thomas Spooner had a tin shop on the northeast corner of Ninth Street and Pacific Avenue, and his family lived in the second story of the building.

Where the Donnelly Hotel stands was Fife's store, in which was the postoffice, the patrons of which went to the delivery window through an aisle of sauerkraut, pickle, salt, fish and molasses barrels.

On the southeast corner of Ninth Street and Pacific Avenue was a rambling lodging house with a stairway reaching the upper story from the outside. This street intersection was the business heart of the community.

Doctor H. C. Bostwick, the first physician, had with his partner, Davis, opened a drug store on the southwest corner of Seventh Street and Pacific Avenue. David Levin was the barber, and his brother, Louis, had the first saloon.

Tom Quan and a mule team hauled water for drinking purposes from the spring opposite the Commercial dock until Fife installed his water works. Fife built two or three earthen reservoirs on the lot just west of the Tacoma Theater, where the Star Theater stood until it burned. He shipped bored pipes from Olympia and carried the water down the hill to Pacific Avenue and A Street. He had promised to have the water ready for use on a Monday—this in response to the demands of the housewives who were weary of carrying water for their Monday washing. But there was an unavoidable delay, and the pipes did not begin delivery until Tuesday. The next day the two-story Godkin & Durr furniture store, about where the Olympus Hotel now stands, burned. Fife, after considerable search, found a small garden hose which he attached to a faucet and remarked:

“There now, you have water for two hours!”

The hose, of course, was of little value, but the new water-works were of service to the bucket brigade. Every able bodied man and woman pumped or carried, and, in common with village fires there was great excitement and many ludicrous incidents. Fife, in his desire to save United States property, sent what he thought was a bag of mail down to the wharf, later learning that he had dispatched a bag of potatoes, and the good Mrs. Forbes wet down her gate posts with a coffee pot.

By April 23, '78, Fife had all his pipe laid and the community was thankful and proud.

The upper story of the burned furniture store was a hall in which entertainments, church and public meetings were held. The first traveling entertainer that came to "New Town" was a sleight-of-hand performer, and practically everybody on the townsite saw and cheered his mysterious faking. Several saloons stood on the west side of Pacific Avenue, south of Seventh Street. This became known as Whiskey Row. There was much drinking and occasionally a street fight. It is told of two bibulous loggers that they began fighting on the porch of a saloon, gradually worked their way into the street and both became so mired that they were endangered by suffocation. Pacific Avenue, from the wharf to Twenty-fourth Street had, for several years, a reputation for mud second to none in the Northwest.

A blacksmith shop succeeded the furniture store. It was conducted by John Muntz. There was a snowfall of a foot and a half in the winter of '78, and there was fear on Muntz's part that the roof of the shop would collapse. He sent his son to the roof with a shovel, but not until he had attached two ropes to the boy. One of these was held by Muntz on one side of the building while the other guyed him from the opposite direction, anchored by a generous neighbor. The cleaning of the roof attracted the attention of most of the population, jocular suggestions as to better methods finally arousing the Teutonic ire of the painstaking Muntz.

John B. Wren made four trips daily in a rowboat carrying passengers between the new and the old town for twenty-five cents each, and seventy-five cents a ton for freight. He maintained this service for some time. In January, 1874, the little

steamer *Lively* was put on the run by Captain Messegee, and the communities considered themselves quite progressive. Many however continued to travel with the driver of the mill company's delivery wagon, though engagements for passage with him had to be made at least twenty-four hours ahead. The driver was James Lupton.

It was thought, too, that Joseph Ralston had carried the public interest forward when he lined up a large number of Chinese and compelled them to work out their poll tax of \$4 each on the public roads, this being the first time it had been done in the territory. Mr. Ralston's ingenuity and perseverance in this affair enabled the community to learn about how many Chinese it had. The supposition had been that the number did not exceed 300, and conservative estimates placed it at 200, but Ralston gave 750 receipts and then said he had not by any means succeeded in stirring all of the Orientals out of their squalid shacks, tents and hollow logs, and his belief was that the total number reached was not less than 1,000. However it is believed that he levied on many of the Chinamen more than once, and that his estimate of 1,000 was far too high.

Old Tacoma at this time was exasperated by cows running at large, and by an inordinate number of noisy dogs. Dog fights in the streets were very numerous. Cattle ran at large for several years after this. Far into the '80s, after the new part of the town had begun to assume metropolitan airs, the newspapers were suggesting that the city should charge pasturage fees in the city parks, into which the cows were turned by their considerate owners. It was not until '84 that an ordinance was passed, and in that milch cows were excepted.

November 17, 1873, there appeared in the Tacoma paper an advertisement which in this more enlightened age would arouse a perfect army of uplifters. This notice was inserted by one John Hanan, and it calls the attention of the community to the fact that, Frank Burch having said in public places that he could whip said Hanan, Hanan now challenges Burch to combat and offers to post \$250 as a guarantee that he will fulfil his end of the contract. Nothing thereafter appears to indicate that he succeeded in vindicating his honor.

A census taken in November, 1873, showed that New Tacoma had 125 whites, about a dozen of them women, and 250 Chinese. Editorial commentators found satisfaction in the increasing number of white women. It had three hotels—The California House, Mountaineers' Home and Nixon's boarding house.

The coming of the railroad focused the eyes of the country on Tacoma, and immediately its population began to increase with rapidity. Tents sprang up and paid \$1 a front foot rental for lots. All sorts of temporary shacks went up over night. Men piled boards against logs and with their families lived beneath them. Others lived wherever any kind of an indifferent shelter could be found. Mrs. Joseph R. Ralston, whose furniture was shipped in the first freight car that came from Kalama, and this was in advance of the first passenger train, tells how, when her family reached Old Tacoma they found that the house they had rented had been usurped by earlier comers. They slept on the floor of the parlor of the Steele Hotel the first night. The next day the McCarvers invited them to the McCarver home and there they remained for about a month, until a little house could be built. Every house in the community was overcrowded.

In the late summer of '73 Thomas W. Prosch, whose father had published the Herald in Olympia some fifteen years before, removed from Olympia to Tacoma the little plant of the Pacific Tribune and August 9 he issued Tacoma's first newspaper—a daily at that, of four pages, five columns to the page. The thump of his press every afternoon was most welcome to the village and the damp little sheet was read with avidity. Prosch also printed a weekly of eight pages. The advertising columns tell us of the community's business activities in '73 and '74. The houses using its columns were: Hanson, Ackerson & Co., Johnstone Bros., McMarten & Crawford, Hosford Orchard, Louis Wolff, Messer-gee & Robbins, Whipple & Hildreth, Ezra Meeker, Hoffman & Frost, Haslam & Co., Augustus Walters, the town's second postmaster; A. McIntosh, notary public; Morris Dobrin, tailor; James E. Williamson and William P. Byrd, liverymen; Hazard Stevens, abstracts of titles; J. E. Whitworth, teamster; H. E. Griffin & Co., builders; Dr. H. C. Willison, Dr. J. B. Price and Dr. Stacy Hemenway; Diller & Freblane, restaurant; A. C.

Campbell, blacksmith; Carlton & Hewitt, job printers; A. B. Rabbeson, architect; Cooke Bros., bankers; Joe Hall, lumber and lime; J. B. Wren, wood dealer, boats to let; Robert G. Hays, Wells-Fargo express agent; L. W. Kribs, wagon maker; Shorts & Ludwig, fish dealers; Dooley & Chambers, butchers; Ferry, Woodward & Co., C. H. Botsford, Chapman & Potter, real estate brokers; John Dougherty, cobbler; John W. Bowers, John Craig and Kaufman & Levin, saloons. The steamer Alida also advertised.

Hanson, Ackerson & Company advertised their mill as well as their general store, which was at that time the telegraph office as well. W. E. Ackerson, brother of John, being the operator. The wire had been run in from Steilacoom early in 1873. About a year later the telegraph office was removed to the Northern Pacific station on the "Flyer docks."

The Cooke boys, Harry and Pitt, were nephews of Jay Cooke and their bank was opened in a corner of the mill store. C. P. Ferry was the first depositor, and within twenty-four hours the deposits amounted to \$8,000. Capt. E. A. Starr drew the first check. The bank did not last long, being dragged down by the Jay Cooke failure, warning of which reached the boys soon enough to enable them to call in their first few loans, and put their house in such order that when the collapse came, they paid every depositor in full. Tacoma did not get another bank until 1880. The Cooke boys were interesting young fellows, not accustomed to the ways of the wilderness, and therefore the subjects of more or less raillery. It is told of Pitt that he once entered the livery barn of Joseph Ralston and asked for "a coach and six." Ralston, something of a joker, replied that he didn't have a coach and six but would be glad to rent "a buggy and one." One Sunday the Cooke boys rowed from New Town to Old Town to attend St. Peter's Church, taking some ladies with them. One of them was Mrs. Theodore Hosmer, wife of the head of the Land company. The boys, after landing the women, tied their boat securely to a piling when the tide was out. When they came from church the tide was in, and their boat and the women's wraps were beneath several feet of salt water.

Not long after this on a cold January day Pitt stepped off a

wharf into the bay. Rescued from his cold plunge he clambered into a rowboat and rowed all the way to the Blackwell Hotel—a feat that won for him much admiration. About this same time Edwin Eels stepped off the Yesler wharf in Seattle, losing his lantern and spectacles, but fortunately saving his life.

Among his other activities Supt. George E. Atkinson, of the Hanson mill, included the office of justice of the peace, and upon him devolved the duty of tying marriage knots. Among the couples whom he united was Thomas Hood and Miss Mary Wren. They were married at sea, on board the steamer North Pacific May 18, 1873. Mr. Hood was the first settler on the "hill," and he had come to Tacoma with McCarver in 1868. It was popular in those days to be married on board a steamer, and the captain not infrequently set a "spread" for the happy couple. Mr. Hood is still living, and makes his home in Montana.

Until September, 1873, when D. B. Hannah, John S. Hill and M. M. McCarver built a wharf, much freight for the business houses continued to reach them by wagon from Steilacoom. Tacoma was connected with the new wharf only by a narrow foot bridge across which heavy freight could not be transported. Now and then freight was lightered and brought in by row boats, but that was an unsatisfactory process. Another event of September was the appearance in Tacoma of the first circus—"Wilson's Grand Parisian Circus and Menagerie," and a crowded tent greeted its performance. The admittance fees were \$1 for adults and fifty cents for children. C. P. Ferry had charge of the wharf and there he could usually be found when steamers came in, dressed like a longshoreman and supervising cargo. Both he and Theodore Hosmer had residences in "Old Town." At about the time the wharf was built D. C. Hannah built a water plant. He piped a spring to a 30,000 gallon tank at McCarver and Twenty-seventh streets. The water pipes were made of wood. Not infrequently they burst, flooding the neighborhood.

On September 1, 1873, several men met in Craig's saloon to further the formation of a Masonic lodge, a movement which had originated a few evenings before at the home of C. P. Ferry, he and Robert Frost being the prime movers. The meeting was called at the saloon so that those interested could ascertain if the

upper floor of the building would be suitable for a lodge room. Gen. James Tilton presided. Then and there it was decided to ask for a dispensation. The grand lodge was meeting in Olympia. September 4 the dispensation was granted. Robert Frost was elected worshipful master; George E. Atkinson, senior warden, and S. F. Sahn, junior warden. The petitioners for the charter were: C. P. Ferry, Robert Frost, T. J. McCarver, John Dooley, A. G. Brown, George E. Atkinson, Byron Barlow, S. F. Sahn, W. D. McCann, H. A. Atkins, George W. Fairhurst, James Tilton, S. H. Crafts, W. E. Ackerson, George D. Messeguee, C. B. Robbins, W. R. Kahlow, R. Ball, John D. McAllister, George W. Black, George Byrd, George T. Vining, Charles Hampton, J. H. Ramsdell, G. N. Wright, John Longwill, John O'Brien, A. V. Callahan, J. Bowers and Messrs. Palmer and Wolff. The first charitable work of the lodge was the collecting of \$70 to give to a Mrs. Jamieson when her husband, a contractor, was killed by the overturning of a stage coach on a hill near Tenino. From the beginning the little community was gracious in its charities. One of the early exhibitions of it was in the case of Mrs. Stone. Her husband was killed at Wilkeson in a mine accident. Mrs. Joseph Ralston, Mrs. H. N. Steele and Mrs. Augustus Walters raised \$300 for her. She opened a little candy store. Captain Starr gave her a lot, the mill gave the lumber and the neighbors built her house. She prospered and cared for her three children with true motherliness.

The Masonic lodge was the cause of bringing the first silk hat to Tacoma. It was brought as a present for Robert Frost, and Billy McCann, halfseas over, made the presentation speech to the great merriment of the lodge. Though auspiciously born, the lodge very early in its career fell into a controversy with Multnomah lodge of Portland. The Tacoma lodge had admitted to membership a man who had been rejected by the Multnomah lodge and the matter finally was taken before the grand lodge. At the same time a petition was received for a charter for Golden Rule lodge in New Tacoma, signed by J. S. Walker, W. M., John H. McGrable, S. W., and Sam Wilkeson, Jr. The grand lodge decided to grant a charter to the newcomers and recall the dispensation to Tacoma lodge. Later on Golden Rule lodge became Tacoma lodge No. 22.

When the Cosgrove & Craig saloon was opened February 22, 1873, it was the occasion of another "Grand Ball" with supper at the Steele Hotel. Steilacoom people were the invited guests. Tacoma people proved cordial hosts and the dance continued until 5 o'clock in the morning with the fun-loving Charles Leballister as floor manager.

The contract to construct a wing of the Federal penitentiary on McNeil's Island was awarded in April, 1873, to Isaac Ellis of Olympia. His bid was \$37,800. The contract called for three tiers of cells, forty-two in all, and a wharf out to deep water. The McNeil Island site was chosen after the usual amount of envious rivalry among several candidates. An enormous spring was one of the important considerations that led to the choice of this site. Years had elapsed since the appropriation was made by Congress, and federal prisoners had been moved hither and yon.

November 21, 1872, another newspaper was launched in Steilacoom by Julius Dickens. He called it the "Puget Sound Express," and it mirrored the events of its time in an interesting manner. A well-preserved file of this paper for a year recently was presented by J. C. Murphy of Tacoma to the Ferry Museum. Dickens overworked in his effort to make his paper pay, and died, but his paper lived until 1881.

In the second issue of this paper there appeared a number of items concerning Tacoma. Among other bits of information is the following:

"Besides being the favored rival in terminus expectations, Tacoma owns more steamboat property than any other port on the Sound, viz., steamers North Pacific, Alida and Black Diamond."

"It has three logging camps in 'full blast.' One of them, Mr. John Craig's, is being conducted on a very large and scientific scale."

"The livery stable at Tacoma contains some of the fastest stock in the territory, viz., the horse Chief, and the horse Jack Cade."

"The public school, under the superintendence of Miss Jennie Torrence has twenty scholars."

Gen. Hazard Stevens on behalf of the Northern Pacific Rail-

road company was offering to sell to loggers the right "to cut and appropriate to their own use standing timber on any of the odd sections of land claimed by the company around Puget Sound at the rate of one dollar per thousand feet, payable partly in advance and the balance as the logs are scaled in boom before removal."

This announcement was the basis for the renewal of the vigorous controversy over the rights of the railroad company. Much opposition already had sprung up against the company, many persons believing it practically would monopolize the good timber and land west of the mountains. Many of the complaints came from residents of communities whose efforts to procure the terminus had been futile. It was pointed out that the railroad was supposed to dispose of its timber and its land after the line had been built, and not before. General Stevens was advertising logs for sale from lands along a problematic right-of-way. Opponents pointed out that a homesteader holding a claim could not sell until he had proved up.

Feeling was not mollified when the secretary of the interior ruled that the railroad was entitled to lands along the line laid down in its preliminary location against all persons who made settlements on such lands after said preliminary map had been accepted by the secretary of the interior and before the lands formally had been withdrawn.

General Sprague, Civil war veteran with a distinguished career, had been with a railroad in Minnesota where his work was of a character to attract attention. He came to Tacoma as a representative of the Land company but soon became an important factor in the railroad building and after its completion into Tacoma he was the general superintendent. He was an able executive and a likeable man and soon he had not only this but all communities along the new railroad at his shrine. His simple dignity and the importance of his position with the railroad made him the foremost figure in the community and he was treated with great respect. The village was soundly shocked, though it laughed, when one day a waiter in the Steele Hotel shouted to the cook:

"Give me a nice, juicy, beefsteak for General Sprague," and



MRS. CAROLINE HOOD RALSTON

She and her husband came to Tacoma in 1873, their furniture arriving in the first car of freight over the new railroad from Kalama.



immediately another waiter, serving A. C. Campbell, cried, with trumpet-voice: "Give me a d—d good, stiff, healthy beefsteak for the blacksmith!" There was a burst of laughter in the crowded dining room in which General Sprague joined heartily.

As was said before McCarver, E. S. (Skookum) Smith, D. B. Hannah, the two Starrs and others who had put their money in "Old Town" property were deeply disappointed by the determination of the Northern Pacific Railway people to start another town, and they were much more seriously affected when the railroad finally came and chose for its station site what afterward became known as the "Flyer Dock." McCarver and Hannah had practically all their money tied up in the wharf which they had built, the waterworks and in houses in Old Town. Each of them undertook to recoup. McCarver took a preemption claim as near as he could to the new town site, and then struck out in an attempt to interest capital in the coal mines which he with others had discovered in 1868. His new claim gave him trouble, for scarcely had he put up a cabin before a man named Coulter attempted to take up the same land. McCarver won by an appeal to the courts. Then in March, 1875, his enthusiasm unabated, he rode his horse up the valley, leading a company of men, to investigate coal lands. They camped in the open, though the weather was severe, and McCarver returned home and to bed with an illness that resulted fatally April 17, 1875. He was sixty-eight years of age. He was buried in Oakwood Cemetery.

In 1873 McCarver had held two public positions simultaneously—county superintendent of schools and road supervisor of District No. 15.

With the establishment of New Tacoma many of the residents of Tacoma proper removed or prepared to remove to the new town, and several established themselves among the stumps and logs. The following items from the Steilacoom Express tell briefly of the activity:

July 24—"Three new stores, one blacksmith shop and legions of whiskey mills have sprung into existence in Tacoma since the location of the terminus and are now in full blast. The Johnston Bros., of Seattle have moved their extensive stock up here and in a few days the firm of Hoffman & Frost of Olympia will move hither their tin and hardware establishment."

July 31—"Tacoma is going ahead. The fever has abated and the people have commenced in earnest to cut away trees, burn and dig up stumps, clear the ground and erect houses as speedily as lumber can be obtained from Freeport and Seattle, for the mill at Tacoma has all it can do to supply the shipping."

"In days to come men will pride themselves with having done the first this or the first that in the great terminus city. It may not be uninteresting therefore to record that Mr. C. P. Ferry of Portland, put up the first 'shingle' at the terminus, and made the first deposit in the bank of the Cooke brothers. \* \* \*

"One Doherty, a shoemaker, boasts of being the first business man at the terminus. He has built a roof over an alley between two houses and there opened a shop about three feet wide and twenty feet long; rent, nine dollars."

"Visitors at Tacoma should not omit to notice in the evening when work is suspended in the mill the display of 'waterworks' on the roof of the mill. An iron pipe is laid on the roof with holes drilled at short intervals in the pipe, and when water is let on to wash down, the spectacle is truly grand. It is the invention of Mr. Wallace, superintendent of the mill."

"Many of the papers on Puget Sound, in their way, are making feeble efforts to 'throw cold water' on and retard the progress of manifest destiny. \* \* \* Tacoma is a fixed fact. Rings cannot submerge her, whether composed of disappointed speculators or interested editors.

"Tacoma, the star of the West, and center from which all other luminaries radiate, is yet ahead and likely to remain so unless Steilacoom, having such splendid harbor and water facilities, should rival her glory."

## CHAPTER XX

LYNCHING IN OLD TACOMA—PIERCE COUNTY ASSESSMENT FOR 1873—FIRST MARRIAGE CAUSES EXCITEMENT—FIRST CHILD BORN IN NEW TACOMA—HISTORIC ST. PETER'S CHURCH BUILT—MILL COMPANY OPENS A MINT—COGSWELLS BUILD LIVERY STABLE AND CARRY THE MAIL—PACIFIC AVENUE LOTS SELL AT \$200 — CHINESE KILL THEIR FOREMAN — TOWN PLAT BY OLMSTEAD REJECTED—COLONEL SMITH MAKES NEW PLAT—"POTATO" BROOKS, "TIN-HORN," MAKES A "GETAWAY."

Judge Lynch held brutal court in Old Tacoma April 27, 1873. It was on Sunday, and the convict was a half-breed Indian, Jim Shell. At 2 o'clock on that Sunday morning the Indian killed Louis Moroe, or Morris, a Canadian half-breed, at the resort of a man named McKay. The murder took place while a lively dance was in progress in the Craig & Cosgrove Hall. Shell walked up behind Moroe and with a hatchet almost cut off his head. The murderer was taken into custody at once and locked up in one of the rooms of the Craig & Cosgrove saloon building. Sheriff Davisson at Steilacoom was notified and he sent two deputies after the prisoner in the afternoon. As they were taking the Indian out of the building a crowd seized him and forced the deputies back into the building. There they were kept while the mob removed the Indian about sixty feet away where a rope was thrown over a stump and the wretch was slowly strangled. The members of the mob at once dispersed and the village soon was as quiet as usual. Indians cut down the corpse of the dead man and removed it to Brown's Point where it was buried.

Shell killed Morris after a quarrel over an Indian woman known as "Soldier Sal." Jealousy over her affections had caused

two other killings, one in the woods near Fort Steilacoom, and the other in the swale back of the new railroad station. This spot in the early days was a well-known Indian camping place. Both of the Steilacoom victims were soldiers.

A farcical investigation of the Shell lynching followed, but no one was punished. The deputies whom the sheriff sent after the prisoner are said to have made little or no effort to save his life.

The Steilacoom paper devoted less than a half column to the tragedy and treated it in a humorous manner. No further mention was made of it until May 8, when this paragraph appeared:

“There couldn't have been very many people at Tacoma on Saturday, judging from the large number visiting our city that day. They all told the same story, and in certain cases believe in capital punishment.”

Nothing further was heard of the case.

The assessment of Pierce County in 1873 was on \$702,017. The returns showed 293 dwelling houses, 230 families, 715 white males, 499 white females, 100 colored males, 85 colored females, 231 foreign-born males, 70 foreign-born females, 2 blind, 64 could not read, 103 could not write, 243 attended school, 456 voters.

The first wedding on the new townsite probably caused as much curiosity as any that has been celebrated since. Rev. Mr. Judy, the Methodist minister, boarded at Fife's. He let it be known at the Tom Hewitt home that a wedding was about to take place. He would not give the names. He allowed this vague information to scatter and brew for a few days, until the women of the community were almost ready to lynch him for his secretiveness. At length he agreed to take into the secret all the women living within the block bounded by Pacific and A, and Seventh and Ninth streets. While that included the most of the population, a few were omitted. His situation was becoming precarious, but he braved it. By this time the domestic status and marital prospects of every unmarried person in the village and suburbs had been granulated again and again over the teacups and back fences. One evening the minister slipped down to Twelfth Street and Pacific Avenue, and there remarried a

divorced couple named Barr. The women never quite forgave Mr. Judy for that.

The first child born in New Tacoma was a girl—the daughter of Mr. and Mrs. Anthony Anderson. A town lot had been offered to the first baby. It caused considerable humorous comment, and, it appears, some rivalry, as, only a very short time after the Anderson girl came there arrived a boy baby, also named Anderson and until the time was “officially announced” the parents of the boy were preparing for recognition by the Land company. The third child was born to Mr. and Mrs. Geo. W. Fairhurst.

Though the first clergyman had appeared on the townsite soon after the Hanson, Ackerson & Co. mill began building, no attempt was made to build a church until 1873, when the following Tacoma item appeared in the Steilacoom Express under date of July 24:

“Bishop Morris intends erecting a church at the place; work on it to commence next week. Doctor Atkinson of Portland, a Congregationalist, is endeavoring to secure a tent, to put up on Front Street, in order to gather his flock, and Reverend Thompson of Olympia, has an eye on the place for the enlargement of his sect.”

The first clergyman to come here was Rev. George H. Greer, who in 1868 preached in the mill cookhouse. Civilization has much for which to thank the cookhouse in lumber and mining camp. Revs. I. D. Driver, S. H. Mann, Patterson, Hoxie and others came and held services, and in 1873 Rev. W. T. Chapman was sent to Tacoma by the conference, but the Episcopalians built the first church. There were in this field from time to time several Catholic, Presbyterian, Baptist and Congregational clergymen. The Congregationalists were active soon after the first Methodists began work. It was the custom to give liberally to the traveling clergymen and Rev. Mr. Patterson once received a purse of \$150 from the mill men. Among others who ministered here in those times was Rev. J. F. DeVore, who built the first Protestant church in Steilacoom, the first in Olympia, and two of the early ones of Tacoma. He was indefatigable in his labors. John R. Thompson, George W. Sloan, George H. Atkinson,

George F. Whitworth, another man of force and popularity, Benjamin Wister Morris, who inspired the building of St. Peter's, John F. Damond, T. J. Weekes, Peter E. Hyland, and others ministered. Rev. Mr. Atkinson, Congregationalist, preached in the school house for a time and later put up a tent for a meeting house. That tent finally developed into the First Congregational Church.

St. Peter's Episcopal Church is closely linked with the early history of Tacoma. The old structure—old for this new and bustling West—has a tenderly sentimental interest for every resident of the city. The following "History of the Parish" is taken from the old register of the church which is being well preserved by Mrs. Alice Rector Watson, granddaughter of Mrs. J. A. Walters, who for years was known as the "mother of the church."

"The Village of Tacoma had been visited by Rev. P. E. Hyland and Rev. I. F. Roberts as clergymen of the Protestant Episcopal Church, but not until the selection of Commencement Bay as the western terminus of the North Pacific railroad was it a place of sufficient importance to be permanently occupied. The site of the proposed city is about two miles eastward from the present village of Tacoma which has rapidly increased since the location of the terminus.

"Bishop Morris held service with the mission service book in the village school house on the Seventh Sunday after Trinity (27th July, 1873) and the Sunday after, the Rev. C. R. Bonnell held service in the same place using the Book of Common Prayer. The next Sunday, the ninth after Trinity, a new chapel having been built on Starr Avenue since the bishop's visit, services were held in the said chapel and have been continued there until this day.

"The church was allowed to use the ground by the owners thereof, Mr. Smith (Skookum) and Captain Starr. A Sunday school was begun with two scholars on the first opening of the chapel. At the annual convocation of the missionary jurisdiction of Oregon and Washington territory held in Portland, August 28-31, 1874, St. Peter's church, having been duly organized, was admitted as a member of convocation. On the approval of the bishop, Messrs. C. H. Botsford, G. E. Atkinson, T. Pitt



TWO VIEWS OF FAMOUS OLD ST PETER'S CHURCH, ONE OF WHICH WAS MADE IMMEDIATELY AFTER ITS COMPLETION IN 1873



Cooke, Harry Dell Cooke and Chas. Prosch were made vestrymen until Easter Monday next.

“The first cost of the chapel was about three hundred dollars. The support of its ministrations have been provided for from the first upon the principle that ‘offering is worship.’ The voluntary offerings of the congregation have to this date supplied both the chapel and its services. As the new city is about to be opened to settlers as soon as the land chosen is cleared and graded it was thought best to build this temporary chapel in the present village. The board-and-batten roof by which it was covered at first having been found insufficient to exclude rain, a roof of shingles was put on the chapel in September.”

The first funeral held in the chapel was that of Mrs. N. D. Harris, who lived near by. “The body was not brought into the chapel,” says the register, “but her two children, one five years old and the other two weeks old, were present and were baptized, the service for baptism following the funeral service.” Under the date of May 18, 1874, the register says:

“Bishop Morris with the rector, three of the vestrymen (Messrs. Atkinson, Prosch and T. P. Cooke) and other members of the parish assembled on the donated lots (these lots, Numbers 1, 2, 3 and 4, block 807, had been donated by the land company a few days before) and with the assistance of several others including twelve Chinese, worked on the lots clearing, burning and grading from about 2 p. m. until 5 p. m., when at the northwest point, a procession was formed of all present, save the Chinese who stopped their work and sat quietly until the service was ended. The bishop led the procession reciting the Apostles’ Creed in which those following joined. The creed with a psalm following—from the form used at the laying of a cornerstone, etc.—having been recited the south corner was reached when the Lord’s Prayer was said and the 122nd psalm. The procession then turned the southeast corner and the bishop began the Commandments, the company responding, ‘Lord, have mercy upon us, etc.’ Thus the point—in the northwest—was again reached from which the procession had started and from this point it then proceeded to the northeast corner of the space marked for the church where a stake was driven, in the Holy Name, and after prayer and blessing the company dispersed.”

The land thus consecrated is now occupied by the Hyson Apartments, on the point at St. Helens Avenue and E Street, and in a little while a building which was used for school purposes was erected. The church never procured title to the property. In later years when Rev. Lemuel H. Wells, now a bishop, came to St. Luke's Church, he suggested selling the lots in order to procure money for a church building. It then was learned that the lots had been only lent, the Land company having decided that they were too valuable for church uses.

At the services August 30 a new organ costing \$120 was used in St. Peter's Church for the first time, and October 12, a 965-pound bell, donated by St. Peter's Church, Philadelphia, was received. On the 17th it was set on a log and the next day, October 18, 1874, Tacoma for the first time heard the mellow peal of a church bell, and it cannot be denied that the wild little village was in sore need of the saving grace of its sonorous clang even to its last vanishing echo in the deep woods that shadowed the narrow clearing. Capt. John H. Smith, U. S. A., rang the bell for the first time that Sunday morning, and practically everybody in the town hastened to door or window to hear it.

A few days later the bell was hoisted by a ship captain and his crew, by the use of ship's tackle, to "the oldest bell tower in the world." H. N. Steele and A. J. Babcock had cut off a large tree 48 feet from the ground, a task which was by no means a puerile contribution to the cause of religion. They accomplished it at the cost of considerable experimentation and muscular energy.

A. J. Babcock grew up in the woods of Maine, and came to California in 1848 by way of the Isthmus. About six months later he sailed for Oregon. The vessel was unable to enter the Columbia River and came to Puget Sound. He found employment as a logger at Port Gamble and there he remained until Hanson, Ackerson & Co. began building the mill at Old Tacoma. He came to the new settlement and has lived here since.

Miss Annie Wolff, daughter of Louis, the merchant, who came August 10, 1873, was the first organist at St. Peter's, and she with other women worked with the zeal which their sex so often displays in combat with a church debt. By concerts,

sociables, etc., they finally liquidated the accumulated bills. The church choir was composed of Mr. August Von Schrader, Mrs. J. W. Ackerson, Miss Elizabeth McCarver and Mrs. John S. Hill, of Seattle.

The last of August, Rev. Mr. Bonnell and T. Pitt Cooke were the representatives of the church at the convocation in Portland, and the articles of association which they filed there were signed by C. H. Botsford, Charles Prosch, W. J. S. Tuckwell, James Tilton, William P. Byrd, Thomas Savage, George E. Atkinson, C. P. Ferry, T. Pitt Cooke, Harry D. Cooke, J. Ellison Ebey, A. M. Adams, S. C. Howes, J. B. Wren, A. D. Rowell, Byron Barlow, Philip G. Eastwick, Mrs. L. E. I. Hosmer, Mrs. L. E. Carlton, Miss Delia M. Howes (Dumas), Miss Virginia McCarver (Prosch) and Miss Elizabeth M. McCarver (Harris). The next convocation was held in the little Tacoma chapel, and Bishop Morris officiated at the first confirmation, the class consisting of George E. Atkinson and Mrs. W. R. Kahlow. May Buckalew, age two, daughter of Mr. and Mrs. C. P. Ferry, was the first person baptized. The second was Ashmun N., the baby boy of Mr. and Mrs. Beriah Brown.

The ivy which today crowns the old bell tower and which has been pictured around the world, was planted by Mrs. Jane A. Walters, Elizabeth McCarver (Harris) and Mrs. A. R. Mann.

The old register records the first burial in what is now Oakwood cemetery. Rev. Mr. Bonnell thus entered it: "Thursday, June 11, 1874—Frances Desdemona Coulston, daughter of Mrs. Root, now McNeil, aged nineteen years, five months—In the ground just allotted for a cemetery by the R. R. or Town company, being the first burial there." The next burial record in the register tells of the interment in the same cemetery of Gen. M. M. McCarver, Monday, April 19, 1875. This cemetery was known for several years as the "Prairie Cemetery." Many of the burials were made at the "Garrison," or "Asylum" cemetery at Fort Steilacoom.

The third burial recorded in the register was that of the two Ralston boys, John and Harry, John Croft and a Mr. Chambers, who was an engineer on the Black Diamond. The four were in a rowboat at the mouth of the Puyallup River when their craft

captized. This was January 1, 1876. John Ralston was sixteen and Harry was eleven. They were the sons of Mr. and Mrs. Joseph R. Ralston, who had come to Tacoma three years before. The tragedy caused great grief in the little community. The Ralston family was well-known in the Northwest. Mrs. Ralston was a daughter of Andrew Hood, the first judge in Oregon City, and he came west with his family in 1845 from Independence, Missouri, with the famous Joel Palmer party, which almost starved in its desperate attempt to reach the Willamette Valley by way of the Barlow Pass route. In the attempt to find a way through Palmer and his aides climbed well toward the top of Mount Hood and suffered terrible hardships. They reached civilization at last, and hastened back to the shivering and miserable company camped in the rain and snow in the desolate ravines, with scarcely any covering, carrying wheat. Boiled wheat was the only dish the sufferers had.

Mrs. Ralston, who is still living in Tacoma, at the age of eighty-two, remembers all this vividly, and most vividly of all the boiled wheat, which she pronounces the most delicious dish she ever ate. She saw San Francisco when it contained but one house. She danced with Captain, later General, U. S. Grant, in Oregon City. Both Mrs. Ralston's father and husband were in the gold rush to California in '49, and her husband was one of the brave men of Oregon who joined the volunteer soldiery that hastened toward Colville to rescue the missionaries after the Whitman massacre. Mr. Ralston was a charter member of the first Masonic lodge on the Pacific Coast, in Multnomah, Oregon, and he was mayor of Oregon City in 1862-3. He failed in business in Oregon and came to Tacoma to start anew, but met fresh discouragements. He became agent for an Oregon wheat concern and the family lived on the "Flyer dock" near the Blackwell Hotel for some time. In after years they lived in the Orchard Block, on the west side of Pacific avenue, north of Ninth. This was a two-story frame building, and among its other occupants at that time were two boys—Ernest and Alfred Lister. Ernest became governor of the state and Alfred for many years has been the efficient secretary of the school board. Mr. Ralston died in 1909, at the age of eighty-two.



INTERIOR OF ST. PETER'S CHURCH, EASTER, 1905



An institution which had its vogue all over the West in the early days was the "mad house," and Old Tacoma had one. It stood up the hill, some distance away from the business center. It was a large, shabby building in which liquor was sold and was frequented by squaws and demoralized white men.

The McKay joint was the scene of a killing in May, '74, when Constable Kahlow, who had entered the place on business, was alleged to have been attacked by McKay, Wilson, H. I. Chapman, and an old man named James Downey. Downey was killed by a blow. Kahlow was arrested, but at the hearing he showed that he struck in self-defense, and was acquitted. Chapman was arrested on the charge of resisting an officer, and he, too, was acquitted. Justice Potter, who also was school teacher, was the only victim of the court procedure. He was fined \$1 and costs for holding an inquest over the body of Downey without authority. Constable Kahlow was part owner in the building occupied by the McKays, and this fact entered into the controversy that led to the killing.

There was a scarcity of coin in the country in the early '70s, and the mill companies had difficulty in getting enough for their payrolls. One of the curious "coins" that still had some circulation at that time, but which were more numerous several years earlier, was the "slug," which was a chunk of gold of the value of \$50. It was not a minted coin, but was, as said before, merely a chunk of gold. Hanson, Ackerson & Co. overcame the shortage of small coins by issuing tokens of brass and iron. These were hammered out by the mill blacksmith. They were of the denominations of \$1, 45 and 40 cents. The \$1 piece was made of brass, oval in shape, about an inch and a quarter in length, an inch wide and a sixteenth of an inch in thickness. The 45-cent piece was about the size of a half-dollar, while the 40-cent piece was about the size of a silver quarter. These tokens were crudely made. The value was stamped upon them. They were intended for use in the mill store, but they obtained a considerably wider circulation, and filled a distinct want, just as written due bills formerly performed an important function in the transactions of pioneer farming communities. The brass and nickel checks now given out over the cigar counters are similar "promises to pay."

William Hanson, of the mill, gave a set of these curious tokens to the Ferry Museum several years ago, accompanying the interesting gift with a letter in which he said:

"The honesty of the people and the absence of any blacksmith shop save that of the company made the use of this money possible."

A newspaper writer, discussing these coins some years ago remarked:

"Oregon has long boasted that the 'Beaver' coin, minted at Oregon City in the early '50s, was the only money minted in the Northwest in the days of the pioneer, but here in Tacoma long years after Oregon's Beaver mint had become a historical incident was a primitive mint that supplied the coin to furnish the pioneers and Indians with all of the necessities for their rough lives."

In the fall of '73 came Ira Cogswell and at once he built a large livery barn on the east side of Pacific avenue in what is now Seventh street, removing it south later on in order that the street might be opened. This barn which was of two stories and 32 x 70 feet in ground dimensions, was considered a very notable addition to community progress. It burned in '78. In the spring of '74 Ira's son, Myron G., came, and one of his first recollections is that W. B. Blackwell shot a deer on the hillside above the hotel. The carcass came rolling down the bluff almost to the hotel door. He recalls that the winter of 1874-5 was clear and beautiful for six successive weeks, with the temperature at about 12° above zero.

The Cogswells' first home was in a four-room cabin on the lower side of Broadway at what afterward became No. 725. On this lot they later built a home which stood until 1914. The present Cogswell home at 252 Broadway was built in 1885.

The livery business wasn't a gold mine, by any means, and the family had its difficulties, but things were easier when the contract was procured to carry the mails between the postoffice, in Fife's store, and the "Flyer dock." The remuneration was \$900 a year, and it was earned. Cogswell, Jr., rose long before daylight and sometimes waited in the station all night long for the train to come from the south.

The road to the wharf for some distance was along a hog back,

and it was as dark as Erebus. The mud was deep—all of the old settlers describe the night walk up from the wharf to have been an experience which no sober man voluntarily repeated without a light. For a part of the way there was a crooked, one-board walk, which in places was two or three feet above the earth, and the equilibrium of an acrobat was necessary to negotiate it. The road was so narrow that newcomers held their breath while riding uptown in the Cogswell 'bus. At night it was necessary to trust to the good sense of the horses.

Of course, lanterns could not be furnished to all of the hotel guests who desired to visit the business section at night, and what few were lent often were lost. Invention was resorted to by the hotel clerks to assist the guests up the long, dark trail. By tying an oiled string around a bottle and setting it on fire, then sousing the bottle into cold water, the bottom was removed. A short candle was inserted in the neck of the bottle from the lower end, then, the traveler, holding his odd lamp by the neck, with the open end of the bottle upward, was provided with enough illumination for the journey and he threw it away after it had served him. All of the saloons and hotels had these lantern-bottles and they filled a distinct need in the community for many years, until the first street lamps were put up.

Mr. Cogswell, who has amassed much property and who watched with great interest the beginnings of the town, is of the opinion that its earliest drawback, outside of the '73 panic, was that the Land company did not ask enough for the lots. Lots on Pacific avenue sold for \$200—the corners \$50 higher. Mr. Cogswell bought the two where Paulson Bros.' store now stands, 1105-7 Broadway, for \$75 each. The lots are worth today not less than \$1,500 a front foot, and a great deal more than that if based upon the rentals which Hon. Stanton Warburton is receiving from his building, which stands next north of the Cogswell building. Warburton's rentals are said to be paying 5 per cent on \$500,000. With other of the old-timers Mr. Cogswell believes that if the Land company had asked twice as much as it did for its lots, confidence in the town's future would have been inspired and those early years would not have been so lean.

One of the perils of buying at that time was the possibility of

having a Chinese for a neighbor. M. G. Cogswell once had to pay a Chinaman a fat advance in order to get him off a lot next to the one on which Mr. Cogswell was building a house for rent. Others had similar experiences. Even in that early day there was talk of ousting the Chinese, though the climax did not come for several years.

All through the railroad-building period, there were clashes between the races. One of these occurred at "Ward's Camp," seven or eight miles south of Tacoma in August, 1873, when Chinese laborers nearly killed a foreman. With picks and shovels they beat him terribly. The white laborers retaliated with the same weapons. They belabored eight or ten of the Chinese until their lives were despaired of. Then they drove the remainder of the Chinese crew into the lake, and there the celestials were kept for about an hour standing in water up to their chins.

In August of '73 the first express office was established in Tacoma, with Robert Hays as agent.

John Scolla, an Indian who had dissolved his tribal relations and had become a citizen, was murdered in August, 1873, by Gus Lyttle, in front of the Indian's home in Steilacoom. Lyttle was a desperado, who had been plotting to kill and rob Paymaster Bingham, of the Northern Pacific, and he had been giving exhibitions of his skilful use of the bowie knife and dagger. As far as could be learned he killed the Indian merely as a further demonstration of his dexterity. He cut the Indian in sixteen places, most of the wounds being close to the heart. He fled, and a reward of \$200, offered by the county commissioners, procured his capture within a few hours. At the hearing he pleaded self-defense, but he was convicted.

Within less than a week another murder was committed in Tacoma, the resort of a newcomer named John Pinnel being the scene of it. Pinnel had been notorious in Seattle for years and his removal to Pierce County was not welcomed. While J. Dudley was drawing a knife to attack Arthur Fleury, Fleury shot him, and immediately mounted a horse to ride to Steilacoom to surrender himself to the sheriff. It developed that Fleury had overheard a conversation in the Pinnel brothel which indicated that a plot was being laid to rob him. He had heard of a con-

spiracy to rob Paymaster Bingham, and had reason to believe that the plotters had mistaken him for Bingham.

Further bloodshed resulted when James Carey attacked John Lewis, one of the men who had captured the murderer Lyttle. Carey and Lewis had been drinking in the saloons of John Brown and Martin Gimel, low resorts near John Rigney's place on the railroad line. Lewis was twice attacked and badly pummelled, and when Carey made the third attack Lewis stabbed him. An attempt was made to lynch Lewis but he was rescued. As he was being taken away he was struck a terrific blow in the back of the head with a neckyoke. Both men recovered. The fighting started after a long argument among a number of men respecting the propriety of "taking a few dollars for a man's liberty," Lewis having participated in the reward paid for by Lyttle's capture.

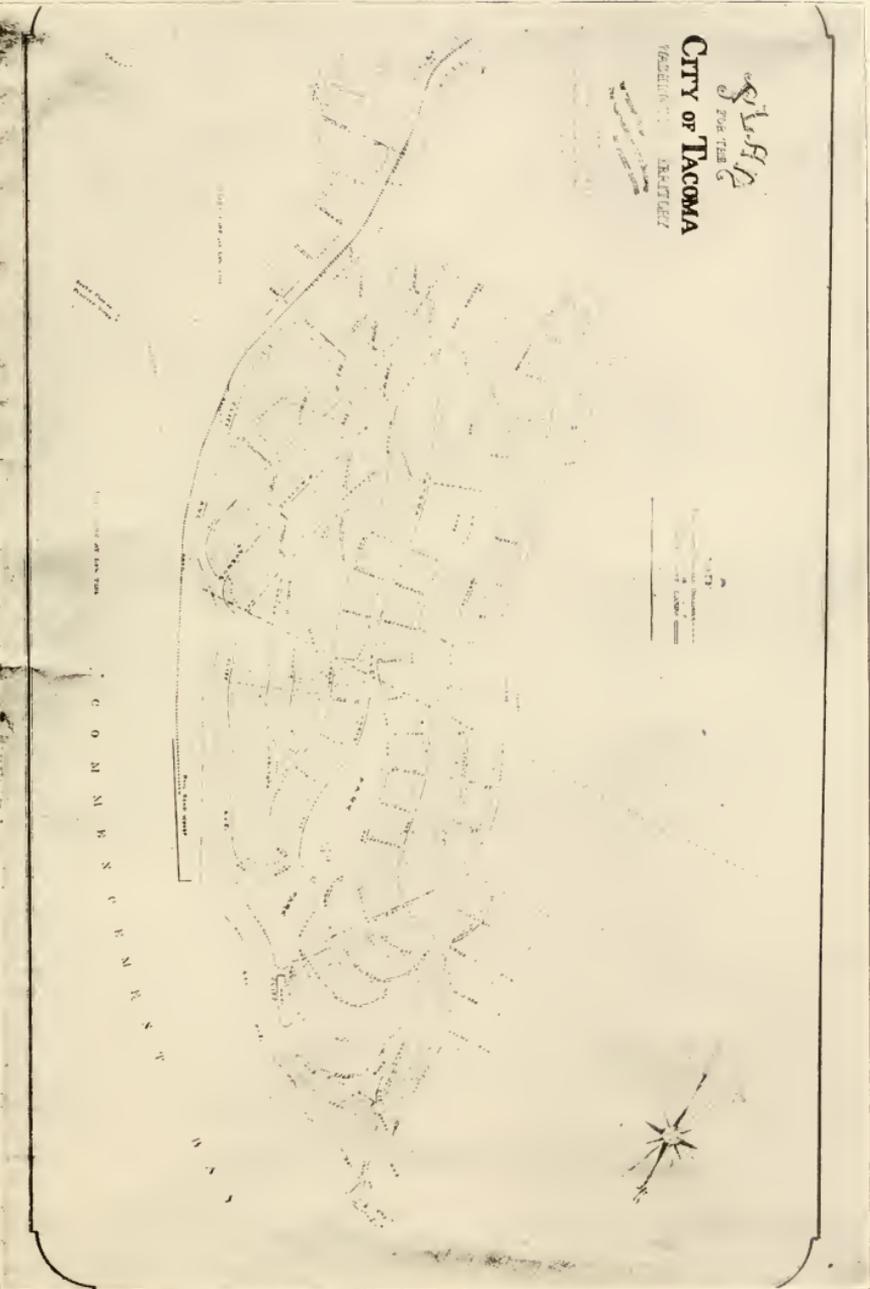
These crimes were the accompaniments of the coming railroad. Along the right of way were saloons and other low places which seemed to have controlled rather than to have been controlled, and they were the scene of fighting and robbery all the way from the Columbia River. The railroad bridge across the Nisqually was finished the first week in September, and trains were running into Pierce County for the first time. There were flocking to this part of the country adventurers of every variety and petty crimes grew alarming to the citizens. Paymaster Bingham refused to go down the line without an armed guard of three men.

The town plat drafted by Frederick Law Olmstead, the great New York landscape artist, reached Tacoma late in 1873, and aroused great criticism. There already had been dissatisfaction because the Land Company had delayed so long the sale of lots. Prospective buyers were here in numbers and they were looking for rectangles of ground, easy of description and readily found. The Olmstead plat made the streets 66 feet in width, the avenues 80 feet, and Pacific, Tacoma and Cliff avenues 100 feet. The alleys were 36 feet in width. The streets followed the contour of the hills, and while all of the lots had a frontage of 25 feet, they had varying depths and divers shapes. The sarcastic settlers vowed that everything that ever had been exhibited in an agri-

cultural show had its counterpart in the shape of lots in this town-site, from calabashes to ice-boxes. And that came near being the fact. The designer was seeking easy grades and a marvelous beauty. Had the plat been adopted and followed it would have produced perhaps the most picturesque city on American soil. Some of our steep and expensive hill streets would have been avoided and the community would have been saved thousands of dollars in street paving costs. It would have contributed a forbidding nomenclature, as Olmstead had chosen as street names, "Manoca," "Orinoco," and a great number of others for which he had robbed geography all the way from the equator to the poles. He laid out seven parks of from two to thirty acres in extent. "Capital Hill" was a park 900 feet square.

The town builders were not pleased with the plan, and July 12, 1873, had employed Gen. James Tilton as chief engineer to lay out the city of Tacoma "at a salary of \$300 a month, currency." He did not long remain, and Col. William Isaac Smith was sent to make new surveys and plattings. He devised the general street system now in use. Smith was one of the interesting and delightful big characters who helped in developing the Northwest. Born in 1826, he was graduated from the Virginia Military Institute, Lexington, Va., and he served for a time in the Mexican war. After filling a number of important commissions he was sent to the west coast, to build lighthouses on the Straits of Fuca, Shoalwater Bay and elsewhere, which he did at considerable risk and privation. He served on the staff of Governor Stevens in the Indian war, and later became register of the U. S. Land Office in Olympia. Through the last two years of the War of the Rebellion he was continuously employed on the Confederate defenses of Richmond and Petersburg. In 1870 he joined the Northern Pacific railroad forces in the Northwest and surveyed part of the route of the new line from Portland northward. He built the locks and canal at the falls of the Willamette, later ably served the State of California, then rejoined the Northern Pacific and explored the Cascade Mountains, seeking a pass for the oncoming railroad. He mapped the route finally chosen through Stampede Pass. In after years he built the Bull Run waterworks in Portland, Ore., where he died January 1, 1897.

*W. B. D.*  
 OF THE YEAR  
**CITY OF TACOMA**  
 WASHINGTON TERRITORY



THE OLMSTEAD PLAN OF TACOMA



He never married. D. D. Clarke, Edward G. Tilton and Robert P. Maynard, who worked with him, wrote and published a sympathetic sketch of Colonel Smith's busy career, emphasizing his gentility and his high sense of honor. The general plan of laying out Tacoma followed that of Melbourne, Australia.

A robbery that excited the Northwest was committed in January, '74, when a package of currency, en route to Tacoma, was stolen from the express company. The amount was \$8,000, and it was being sent to Alaska for Major W. A. Rueher to pay the U. S. soldiers. Major Rueher was on the train from which the money was supposed to have been stolen. A youth named F. L. Budlong, of Kalama, was three times arrested. Twice he was released after careful examination. The money finally was found beneath a house, hid in an old boot poked away in a pile of wood. Later Clarence Fagan confessed. He had not been suspected. He implicated young Budlong and Clark T. Morris, an agent for the express company, who, Fagan said, had planned the robbery and engaged him and Budlong to carry it out.

One of the characters of Tacoma was "Potato" Brooks, a man of about fifty, shabby in dress and an utter ne'er-do-well. He was a tin-horn gambler. One night he was gambling in Louis Levin's saloon and was accused by the man across the table of cheating. Safety seeming to lie in flight, "Potato" dived beneath a billiard table just as the man fired. The bullet struck the table at one corner and shot diagonally across, cutting the green cloth every inch of the way. A man who was playing billiards adopted the old method of stopping further firing by smashing the swinging lamp above the table with a vicious swing of his cue, and in the darkness "Potato" crawled out and fled. His principal revenues came from millhands, and he was always around on payday to fleece them.

## CHAPTER XXI

1874—PACIFIC AVENUE A “MAGNIFICENT DRIVE”—PUBLIC HALLS ABOVE LIVERY STABLES—FIRST BRICK BLOCK—RAILROAD ACROSS MUDEFLATS—TACOMA BECOMES MONEY-ORDER OFFICE—FIRST SCHOOL IN NEW TACOMA—TOWN GOVERNMENT AUTHORIZED—NEW TACOMA’S FIRST CELEBRATION OF JULY 4—PETER IRVING LEADS ROAD WORK—BASEBALL MAKES A START—EBEN PIERCE’S DIRECTORY—CHINESE POPULATION SPREADS—HATCH MILL BUILT—ISAAC W. ANDERSON’S FIRST SUNDAY IN TACOMA—SAMUEL WILKESON BRINGS HIS BRIDE—FRANCIS COOK STARTS NEWSPAPER—MRS. MONEY AND HER PARROT—RAILROAD SURVEYORS SEARCHING FOR MOUNTAIN PASS—EMERSON SCHOOL—VILLAGE HEARS A PHONOGRAPH—DEVELOPMENT OF WILKESON COAL MINES—A “GET-TOGETHER” CHRISTMAS PARTY.

The beginning of 1874 saw the building of the first sidewalk in the new town. It was laid by George W. Fairhurst, owner of the California Hotel, and it ran from that hotel to Rainier Hall. Both buildings were on the west side of Pacific Avenue between Seventh and Eighth streets. In January, also, Rev. Dr. Atkinson held the first church services in the new town, the California Hotel being used, and an impromptu choir being formed for the occasion. Judge S. S. White built the first house with shutters, at Starr and Seventh streets, Old Tacoma. Pacific Avenue from the wharf to the top of the hill was graded to a width of eighty feet, and was referred to as a “magnificent drive.” The sawmill filled an order for 15,000 bedslats from California, and Mrs. M. D. Harris put in the first garden. Byron Barlow established the first retail milk business and employed boatman John B. Wren as agent, but Wren died in a few days. Barlow had a dozen cows at Lakeview, where Frank Spinning was begin-

ning to boom a town. In April, '74, there were but two young ladies in the new town—Miss Nettie Halstead and Miss Nellie Hooker.

After the sale of lots began in the spring of '74 the first real improvements were made by Reynolds & Howell, who built a stable 40 x 90 feet at South Ninth Street and Pacific Avenue, with a hall on the second floor. One of the reprehensible habits of the time here and elsewhere seems to have been that of placing public halls above livery stables. The plans were ready for the construction of the Land Company's "headquarters building," where the Tacoma Theater now stands. This headquarters building is now the Sylvan Hotel, at St. Helens Avenue and South Seventh Street.

C. B. Wright ordered plans made for the first brick building, on the southwest corner of Ninth Street and Pacific Avenue, and work on the structure soon was begun. He gave \$500 to the New Town Episcopal Church fund—a gift which he afterward vastly enlarged so as to make possible St. Luke's Church. He started the building of a line across the "Mud flats"—the forerunner of the "Coal road," which four years later was to give new life to the community.

Tacoma became a money-order office May 1, 1874. A census of Old Tacoma showed 177 whites of voting age. The Congregationalists were holding services in a tent in New Town, where the public school, with B. E. Craig, the first teacher in the new town, had twenty-five pupils.

G. A. Stanley, principal of the Central School, and for many years a resident of Tacoma, has taken some pains to inquire into early school affairs. He says that School District No. 10, which now embraces Tacoma, was first organized as No. 13. This was in 1875, and C. P. Ferry, W. H. Fife and Jacob Halstead were the first directors. The district covered about eighteen square miles, its boundaries being the Sound, Union Avenue, South Fifty-fourth Street and, on the east, a line running about where the Town of Fife now is. The first enumeration showed twenty-eight children of school age, and the teacher was John Smith. All through those early years it was difficult to get money for the schools. For example, the district indebted itself to Teacher

Smith in the sum of \$225. A special meeting of the taxpayers was called and they voted a special levy of 9 mills, generous enough to be sure, but the money was not available at once, and in order to pay Smith his dues the directors borrowed money at an interest rate of 2 per cent a month.

The little community enjoyed a hearty laugh when news came from Steilacoom that Locke, the brewer, again had been robbed. Locke was a sour and friendless miser. In 1866 he had been robbed of \$1,600. A few years before he had hidden \$200, and mildew destroyed it. And now his hoard had been reft of \$500. He died in '85, and it then was learned that his name was Langenbeim. Though there was reason to believe that he had had some \$2,500 about his place, not a cent could be found.

May 21, 1874, the county commissioners authorized the formation of a town government, and June 8 the first town election took place. Three tickets begged for support—Peoples, Citizens and Independent. Five trustees were elected—Job Carr, A. C. Campbell, J. W. Chambers, Augustus Walters and S. C. Howes. Howes declined to qualify, not being a citizen of the United States, and Joseph R. Ralston was appointed to succeed him. The board took office June 9, and chose Carr as president, W. H. McCain as clerk, Leonard Diller as marshal, and George E. Atkinson as treasurer. Job Carr, the first settler, thus became, in a sense, the first mayor, as he had been the first postmaster and the first notary public. The trustees immediately framed a sharp protest to Congressional Delegate McFadden and to the Postmaster-General, to prevent the removal of the postoffice to New Tacoma. The appeal had its effect. The postoffice remained until October 31, 1887. The postmasters and the dates of their appointment were:

Job Carr, March 25, 1869.

William P. Byrd, August 23, 1869.

R. A. Lansdale, August 29, 1870.

W. E. Ackerson, February 20, 1872.

S. F. Salm, September 8, 1873.

Augustus Walters, February 23, 1875.

The name was changed to "Old Tacoma" May 16, 1884.



“JIM” KNOX

A picturesque character. He was known all over the county and was full of delightful stories of early days. Was United States shipping commissioner for thirteen years, and died in 1914.



AUGUST WALTERS

Postmaster in Old Tacoma for many years



The last postmaster was Samuel Howes, appointed December 31, 1885.

The first postmaster of New Tacoma was William H. Fife, appointed July 6, 1874.

The new town held its first Fourth-of-July celebration in 1874, when the whites joined with the Indians to observe the day with proper ceremonials on the reservation. The arrangements were made by Messrs. George W. Sloan, J. E. Whitworth, John Flett, Mrs. Hemenway, Mrs. Beatty, Mrs. Dittman, Mrs. Bob, Mrs. Joe, Napoleon I, Napoleon II, Thom and Dick. Dr. S. Hemenway was the principal speaker. Other addresses were made by Rev. John R. Thompson and General Milroy, the Indian agent. Rev. George W. Sloan read the Declaration of Independence. D. C. Beatty was grand marshal and General Spot, serene and magnificent in the cast-off military haberdashery of a generous white man, was assistant marshal.

Peter Irving was the leader in the road work in the summer of '74—a work in which most of the able-bodied men and women of the little community joined. The volunteer forces graded the roadway of Pacific Avenue from South Eighth Street a long distance to the south. The women provided the meals at noon and evening, and a picnic was made of the several days' work. For several years the road was known as the picnic road, and along it clattered the merry cavalcades of horseback riders on their way to and from the lakes. For several years night horseback parties were popular.

By the end of '74 there were twenty-one houses on Pacific Avenue and a few more scattered about in the neighborhood.

Baseball made a start in 1874. The Tacoma Invincibles were organized on the 8th of August and on the 20th had their first and last game, a six-inning one, in which the scores were twenty-nine and twenty-eight runs. Kribs was captain of one nine and Palmer of the other. The players included Hatch, Fife, Stilwell, Cogswell, Forbes, Bingham and others well known in those days.

October 1, 1875, Eben Pierce took a census of New Tacoma. By this time many of those who had flocked to the village to enjoy the boom which it was believed would be the concomitant of the Northern Pacific Railroad's coming, had left for other fields.

The Cooke failure and the very lean years that followed sapped the community of most of its vitality, and practically no progress had been made. The population at that time was centered about Pacific Avenue and A Street from Seventh to Ninth streets. Mr. Pierce's directory follows: Mr. and Mrs. A. B. Graham, Blair Graham, Mr. and Mrs. B. E. Ring, Mr. and Mrs. C. P. Ferry, Miss May Ferry, Major and Mrs. Hibbard and infant, Miss Dora Hibbard, Miss Sutherland, Michael O'Rogan, Mr. and Mrs. W. H. Fife, W. J. Fife, Miss Minnie Fife, G. W. Fife, Miss Ellia Fife, Miss Harriet Goodale, Miss Mary Emery (dead), Mr. and Mrs. G. F. Orchard, George Orchard, Mr. and Mrs. P. J. Eastwick, Phil Eastwick, Mr. and Mrs. Eben Pierce, Capt. and Mrs. F. R. Smith, Charles Smith, Alma Smith, Nina Smith, Kittie Smith, William Smith, Myrtle Smith, Mrs. Lewis (dead), Mr. and Mrs. Thomas Hewitt, Anna Hewitt, Mr. and Mrs. J. B. Whittlesey and three children, Miss Fannie Stevens, Mr. and Mrs. A. McNeal, Miss Sarah Root, Len Root, Mr. and Mrs. J. B. Bingham, Frank Boone Bingham, John Berner Bingham, Willie May, Ira Cogswell, Mr. and Mrs. Jacob Halstead, Miss Janette Halstead, Miss Etta Halstead, George Halstead, Frank Halstead, Tom Quan, F. Carmichael, W. B. Stilwell, H. O. Geiger, Miss Jennie Young, Mr. and Mrs. Isaac Wilson and two children.

This list included only those who were in town on October 1, and did not include those who lived on the wharf (Flyer dock). Myron Cogswell and wife are not in the list, but they were then residents of Tacoma. Mr. and Mrs. William B. Blackwell, George O. Kelly and his sister, with their help were operating the hotel on the wharf, and living in that vicinity were S. F. Sahn, the first railroad ticket agent, and afterward postmaster, and his wife Lottie; Michael Murphy, watchman; Section Boss Curly, and J. S. Walker. In Old Woman's Gulch lived a fisherman named Rathbane and his partner. R. A. Scott and family had a dairy on the waterway at about Twenty-second street. Mr. and Mrs. Robert Sproule had a land claim on what became Smith & Fife's addition. Sproule was hanged for murder in British Columbia some years afterward, the case attracting considerable attention, as it was believed by many persons that he was executed

for a crime he had not committed. Capt. R. Smith was operating a logging camp about where the Union passenger station stands. He employed seventeen men, some of whom were not counted by Pierce. Peter Irving was then living in Tacoma but was not counted, being absent on that day.

The Whittlesey family had built a small house where the residence of Mrs. Samuel Wilkeson stands, South Seventh and Broadway, but the place was so far back in the woods and so lonely that they decided to move into town. They went to the California House.

The coming of the railroad had brought a number of Chinese. They were living in shacks on the water front south of the wharf, and a few already had pioneered the way to shacks in the Broadway neighborhood.

The first lumber plant in the new town was the Hatch mill, which stood a short distance to the south of what we now call the Flyer dock. M. F. Hatch was on his way to Tacoma from Portland, in the fall of 1876, and on the train he heard two men discussing the prospects of lumbering and of the possibilities of a mill in Tacoma. These two men were E. S. Smith and S. M. Jones, and Smith had just begun building a mill. Hatch went down to look at the building and asked Smith for employment. He received a rather gruff reply and made a somewhat vigorous rejoinder. He then left the place and after looking over the raw little village he decided to go to Seattle. On the way to the wharf he saw Smith and Jones standing on the railroad track near the mill.

"Hello! Are you the man who wanted a job?" shouted Smith. Hatch replied that he wouldn't mind, and he at once lit in with saw and sledge. Nothing was said about wages. Hatch began work in November. Days passed into weeks. Christmas came and the new year. The mill began cutting January 17, 1877. Smith had not mentioned the matter of wages, and Hatch seemed equally oblivious. He had money, and he had faith that Smith, whom he had learned to like, would make things right at the right time. This situation ran on until May, with no reference to payment, though other workmen were paid weekly. And then Smith offered Hatch an interest in the mill. The plant was

worth then about \$16,000. They agreed that Hatch's earnings up to that time should enter into the purchase price at a pretty good figure, and Hatch's cash, which he had brought West, completed the transaction. The capacity of the plant was 25,000 feet, and it employed twenty men.

The partnership was known as Smith & Hatch. Smith had the contract to furnish the timbers for the Wilkeson Branch of the Northern Pacific Railroad. In fact the mill had been built to fill that contract. Mr. Hatch was a civil and mechanical engineer, and had had considerable experience with machinery, and he fitted precisely into the needs of Smith, who later dropped out of the concern. Hatch operated the mill for about ten years, cutting timber for much of the building in Puyallup and Sumner, as well as Tacoma, and it produced many of the timbers for the constructing of other sawmills in the Northwest. It was a fine money-maker. The property finally was sold to the Northern Pacific Railroad, and in 1898 a part of the machinery was taken to Alaska, where it again functioned in the clearing of the wilderness. Mr. Hatch is now a farmer at Alderton.

The wage of Chinese labor when the Hatch mill started in Tacoma was \$1 a day. White labor was paid \$1.75. Sing Lee was the Chinese boss. He furnished coolies in any number. Employers always dealt with him and not the Chinese as individuals.

Isaac W. Anderson, destined for important work in city building, came to Tacoma September 1, 1877, as a clerk to Gen. S. A. Black, who had been sent West to succeed General Sprague as superintendent of the railroad, General Sprague having resigned to accept the superintendency of the Oregon Steam Navigation Company. At this time there were about two hundred persons in the town: there was no building below Ninth Street except the Wright Block, nothing on Broadway of consequence except the "headquarters building" where the Tacoma Theater now stands, and the Bostwick residence, where the Bostwick Block now stands. The "headquarters building" contained the offices of the Tacoma Land Company, of which Theodore Hosmer was then manager. Sam Wilkeson, Jr., had just built his residence at South Seventh and C streets, Lee's house stood

where the Woman's Clubhouse now stands, and E. G. Ingalls' House stood where the University Club now has its home.

The first Sunday that Isaac Anderson spent in Tacoma he walked from Blackwell's Hotel to "Old Tacoma," following the beach, and on the return he came "over the hill." He saw the block of land now occupied by the Stadium High School and decided to buy it, but he found that Samuel Wilkeson, Jr., already had bought it at the rate of \$25 a lot. Anderson then decided to buy elsewhere in that neighborhood, and he invested \$400 in sixteen lots. Later he sold these for \$10,000. With this money he bought the Stadium block from Wilkeson, and a few years later he sold the plot for \$40,000 to the Land company for hotel purposes. W. B. Blackwell, who owned an adjoining plot, procured a like price, and he then removed from the property the home he was completing there. It now stands on the corner of E and First streets, and is known as Jimmy Jones Boarding House.

Samuel Wilkeson had come to Tacoma in 1873 as an employe of the railroad company. He had intended to practice law but not finding the field congenial he entered the real estate business. In May, 1877, he married, his bride being the daughter of Hon. Elwood Evans, of Olympia. For some months they lived at the Blackwell Hotel, on the wharf, and August 17 of that year they moved into the residence which Mrs. Wilkeson still occupies at 626 Broadway, and which for many years has been noted for the beauty of its surroundings. Mrs. Wilkeson brought ivy slips from the home in Olympia, and planted them, and later, when her children, Ritter and Zelma, were christened in St. Luke's Church, she commemorated the event by planting about the church the ivy vines which now so richly adorn it. The start of the Wilkeson garden was heroic. Every morning Mr. and Mrs. Wilkeson drew water from their 37-foot well and filled twelve tubs. In the evening, with sprinkling-cans they watered their plants. Mr. Wilkeson was a graduate of Dartmouth and he remained a student all of his life—a fact which not many of his friends knew, as he seldom made a show of his learning. His grandfather was the "builder of Buffalo," and his father was Jay Cooke's right-hand man for some time and later was for many years the secretary of

the Northern Pacific Railroad. His pen did much to demolish the myth of "the Great American Desert." Wilkeson, Jr., tried the cattle business in Kansas for a time but finally saw his herds ruinously decimated by the plague, and after that he entered the employment of the Union Pacific Railroad, and had many thrilling experiences with Indians in the Southwest. He came to Puget Sound with the first railroad engineers, under the direction of W. Milner Roberts.

In those early days of the town the Wilkeson home was the center of social activities. Some of the young people who often gathered there were Isaac W. Anderson, Tom Wallace, John S. Baker, May Hall, Isabel Holt, Fanny Evans, Dora Hall and Idalia Ouimette. Mr. Wilkeson invested largely in Pacific Avenue and Broadway property and died a rich man in 1915.

The next newspaper venture after the failure of the Pacific Tribune in Old Tacoma was promoted by Francis H. Cook who brought from Olympia the plant of the defunct Echo and started the Herald, a commendable newspaper. Shortly after he had started his enterprise there arrived Mr. and Mrs. M. V. Money, bringing the plant of the Beacon, whose light had been doused by the increasing distress of Kalama. The Moneys started several short-lived publications, edited by William Pickett, a man of caustic pen, and rather neglectful in the manner of using it. He had the reputation of being one of the most acrimonious editors in the territory, and that, too, in a day when acrimony tintured nearly every editorial ink-pot.

The Moneys established their plant on the wharf near the Blackwell Hotel, around which several establishments had sprung up. The Moneys conducted a stationery store, job-printing concern, newspaper and aviary. Mrs. Money often wore a live parrot on her head as she worked. She advertised her canaries, along with lead-pencils and letter-heads, and did a considerable bird business with sailors. The first number of the Money paper, which they called the North Pacific Times, was issued August 15, 1878, and one of the first items in it describes one of Frank Alling's hunting experiences. In 1876 Alling had taken up a claim on Wapato Lake and began experimenting with berries and fruits, and furnishing venison to a considerable part of the com-

munity. Deer were very plentiful about the lake, game birds were numerous and now and then he shot a bear. The bounties then were \$4 for cougar or wolf; \$3 for a bear, and \$1.50 for a wild cat. In the three years preceding '81 Jasper Woolery killed 105 bear and many other animals.

About this time Frank Clark, the lawyer, was completing his house—the best in town—on the southwest corner of A and Tenth streets. He himself drew the plans, and its plumbing was the marvel of the little community. Clark had a beautiful flower garden, and a part of his six lots was devoted to a kitchen garden. George O. Kelly had built on the southwest corner of Broadway and Fifth street.

Even in that early day there was fear that the timber soon would be gone, and the United States land commissioner made a statement that at the rate at which the cutting then was proceeding—7,000 acres a day—"there would not be a tree standing in North America within the United States lines" in thirty years.

Chief Moses was arousing the anxiety of the authorities at this time and General Howard was in the Yakima country trying to pacify him. It was feared by some that the Indian troubles would be extended west of the mountains, and the men who were opening the Wilkeson mine determined upon a preparedness program. They organized a military company with George D. Arnold as captain; J. M. Murphy, first lieutenant, and J. A. Stone, second lieutenant. There was, as a matter of fact, never any danger from the western Indians.

The June, 1878, census taken by the assessor showed that New Tacoma had 614 inhabitants, Old Tacoma, 350. The total for the county was 2,885, an increase of 600 in a year. The property valuation was \$1,740,140. The population in the Puyallup Valley was 750; Steilacoom, 500. The Indian population of the valley was placed at 560.

There were five hotels in town—Blackwell's; the Delmonico Restaurant, I. Chilberg, proprietor; New Tacoma, J. Halstead; Washington, Henry Lustoff; on the southeast corner of Ninth and Pacific, the American, H. Fitzsimmons, who advertised "the first hotel on top of the grade." There were five saloons in the new town and four in the old, and it was a matter of note that

Joe Geiger's saloon had just added a "tea-totum pin-pool table" to its equipment. The attorneys, besides Frank Clark, were Hall & Young and S. C. Hyde. Nolan & King were advertising groceries, hardware, crockery, cigars and tobacco. Messegee & Co. occupied "the brick store." Whipple & Hildreth had drugstores in both towns. John C. Hildreth died in September, after having willed his property to his partner, A. J. Whipple. Hildreth had had a varied career. Coming from Indiana to California in '49 he made considerable money, which he lost. Afterward he conducted a drugstore in Idaho City, and for some time made \$500 a month. A fire wiped out his stock and his savings. Sam Wilkeson was advertising lots 1500 feet south of the car shops at \$30 and \$40, and he asked the same price for lots on the hill above the Methodist Church, which stood on the southwest corner of Sixth Street and Broadway. He offered lots 9, 10 and 11, block 707, for \$700; 9, 10 and 11, block 802, for \$700; 15, 16 and 17, block 906, for \$225 each.

At this time the interest was intense in the completion across the Cascades of the Northern Pacific Railroad and two surveying parties, under D. D. Clarke and Charles A. White, directed by Chief Engineer Milnor Roberts, were running their lines through Cowlitz Pass, via Bear Prairie. It was reported that they had found two veins of true anthracite coal on the "Ohonorpecos," one of them twenty-three feet in thickness, the other eight. Gold had been found on the "Michelle," and the Longmires reported copper and lead discoveries. White reported coal on the upper "Owhap." In the fall of '78 Engineer Roberts resigned to take employment at \$20,000 a year under Dom Pedro, emperor of Brazil.

Mike Murphy and George Rigney were conducting the Cogswell livery stable and were doing a draying business. Murphy was an interesting character, a man of intelligence but no Beau Brummel. It is said he had been disappointed in love and that he chose thereafter to be distinguished for his unkemptness. He became wealthy.

In August of '78 John Cade O'Loghlin died alone in his squalid little cabin back of the car shops. He was one of the most interesting characters Tacoma has known. He was a native

of Dublin, and he served in the Union army through the Rebellion. Later he entered the service of the "Irish Nationality," and undertook secret work in Ireland. He was arrested and thrown into Kilmainham jail in which George Francis Train was placed when he launched his abilities into Irish affairs. O'Loghlin worked in the railroad shops in Tacoma and his mind still was brilliant, in spite of years of dissipation. He wrote a number of charming Civil war sketches.

The first school house was a small frame building on the west side of Pacific Avenue, probably on lot 7, just below Seventh Street. Later the building became Levin's barber shop. C. P. Ferry is said to have been responsible for procuring what afterward became the Emerson school site, though there was much objection to it on account of its distance from the residence and business sections. The old Emerson school building is now a residence, standing on the northeast corner of G Street and Sixth Avenue.

When school opened in the fall of '78, J. B. Crites and Miss Annie Weller were the teachers, and the school books adopted for the territory for the year were: Watson's sixth readers and spellers; Monteith's geographies; Davis & Peck's arithmetics; Kerl's grammar; Barnes' history and Steele's natural science series.

September 11 there was held a meeting that left its imprint deeply upon the Northwest. It was a conference of the employes of the Northern Pacific Railroad for the purpose of establishing a hospital fund, and C. Z. Saunders, foreman of the shops, presided, with T. G. Davis as secretary. A week later another meeting was held, a committee composed of W. Wayne Vogdes, then freight and ticket agent, Daniel Frost, William Fairweather, and A. S. Abernethy reported on a plan, and organization proceeded. Abernethy was made president, with Vogdes, Frost and Fairweather as the executive committee. Otis Sprague presided at this meeting. A few weeks later Otis Sprague succeeded Vogdes as agent for the railroad.

The community indulged itself in a thrill when it was announced that James H. Guild would place on exhibition here a phonograph. The instrument was being shown in Seattle and all the newspapers on the Sound were devoting their super-

latives to the machine, one of them calling it the "crown jewel of modern invention." It could be heard for several feet—even outside of the room in which it was shown, and it seemed to be confined to reproduction of barnyard noises. Its reflection of the cackling of a hen was described as being particularly lifelike. A few weeks later the community renewed the agitation for street lights, when it was heralded throughout the world that Edison had invented an electric lamp.

A number of Tacoma men were lured to the Sultan River in the autumn of 1878 by the report of gold discoveries. It was said that simple placer mining was yielding from \$10 to \$25 a day. As a matter of fact this mining had been carried on in a desultory way since 1861, but never at great profit. Since that time at least one costly outfit has been carried into the valley, only to be carried to destruction by the river. It is not unusual to find nuggets of considerable size in the potholes of the stream's rocky bed when the water is low. The source of these gold deposits never has been found. About a dozen years ago Doctor De Soto and associates spent a fortune in another futile attempt to compel the river to reveal its wealth.

One of the important improvements of that day was the building of a wooden sidewalk from the "top of the grade," at Seventh Street to Frank Clark's office at Tenth Street. This walk was sixteen feet wide. There was now a sidewalk all the way from the Blackwell Hotel on the wharf to the principal business corner. Theodore Hosmer and Frank Clark built the new walk as an additional contribution to the community welfare.

Another source of increasing gratification was the development of the Wilkeson mines which, it then was believed, would make the town a city, whatever else betide, and there was rejoicing when the coal chutes had been completed and the first cargo of 140 tons had been shot into the hold of the steamer Alaska. Even of greater consequence in the opinion of some was the arrival of the first tailor, M. Leve. The papers had been calling attention to the community need and Mr. Leve's coming was as a voice out of the wilderness.

At the November election New Tacoma went republican.

The coal road had been completed to Wilkeson early in 1878 and had resulted in bringing many new residents and considerable new capital. The development of the mines had begun in the summer of '77. There were four veins of coal and they were called "The General vein," after General Sprague; "Gale vein," "Ainsworth vein" and "Wright vein." The old locomotive "Minnetonka" had been established at the mine and converted into a hoisting engine. "Skookum" Smith was driving a tunnel into his mine, near by. He and the owners of the other mine were sending samples of coal all over the country and were especially spirited in their publicity in San Francisco where many tests were made, and the new coal was happily received.

This partially compensated the inhabitants of Tacoma and the valley for their disappointment over the hop situation. In '73 hops had sold at \$1 a pound. In '74 they fell to 75 cents, in '76 to 50 cents, in '77 to 25, and in '78, to 7 and 8 cents. It was the opinion that many of the growers would tear out their vines and perhaps undertake to grow sugar beets and tobacco, with which some experimenting was being done.

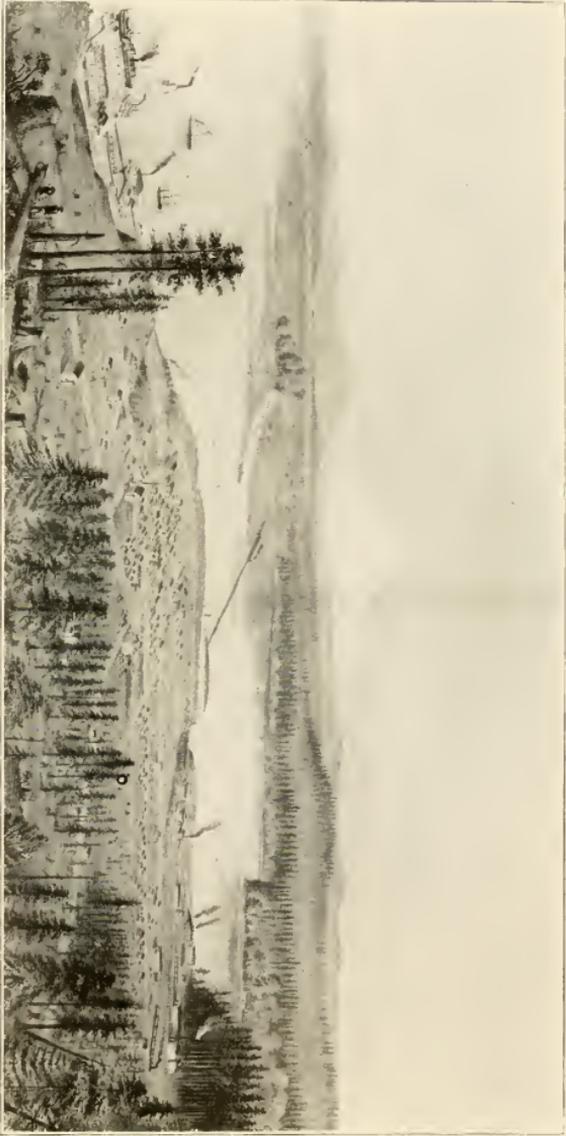
Feeling had not been too kindly between the two towns, old and new, and it was determined by the leaders that they should join in a Christmas celebration. N. Costly, B. Barlow, Rich. A. Welsh and Samuel Wilkeson were the members of the reception committee, and tickets were \$2.50 each. On the evening of December 24 a merry crowd gathered in Smith's Hall and danced the night away. The invitations were elaborately done, and the decorations were well designed. They called it the "Carnival de Fun." In the newspaper of Christmas week appeared a number of items under one heading describing happy family dinners, the excellent menus presented by the various saloons and the Christmas tree in the First Methodist Church.

## CHAPTER XXII

1878—FIRST LITERARY SOCIETY FORMED—THE “202 STEPS”—FIRST ODD FELLOWS LODGE—FIRST TELEPHONE IN TACOMA, AND A LONG-DISTANCE EXPERIMENT—TROUBLES WITH “GRAHAM’S HYENA”—TACOMA COAL IN DEMAND—ANOTHER “DEEP SEA” WEDDING—EARTHQUAKE SHAKES TOWN—TWO NEWSPAPERS FAIL—EDITOR COOK’S FIGHT AGAINST RAILROAD INTERESTS.

The first literary society was formed early in '78 and February 1 it elected B. A. Chilberg, president; W. H. Leeds, vice president; Charles Halstead, secretary; Mr. Young, treasurer; Charles A. Cook, editor; W. J. Fife, sergeant at arms; Francis H. Cook, critic. This organization cut a considerable figure in the life of the community for some time. Everywhere over the United States the literary society had been a force in the primitive community, an educational factor and an entertainment feature. Education was proceeding. The attendance at the only school house in the new town (where the Emerson school now is) had grown until the second story of the building had to be used. For some time this second story had been rented by the Golden Rule Masonic Lodge, and a stairway had been built up from the wharf to enable the brethren to reach their meeting place. This stairway was known as “the 202 steps.” The Masons, some months later opened a new lodge room above the Baker bank, which they reached by way of a stairway leading up from the alley.

The first Odd Fellows’ Lodge was instituted February 9, 1878. It was known as Rainier Lodge No. 11, and its charter members were Jacob C. Mann, H. C. Bostwick, J. D. Rupert, Louis Levin, Dr. L. Alverson and B. A. Chilberg. The lodge was instituted by Past Grand Master Struve, as special deputy grand



BIRD'S-EYE VIEW OF NEW TACOMA IN 1878



sire, the Grand Lodge of Washington not yet having been organized. The lodge was instituted under the authority of the Grand Lodge of the United States, now known as the Sovereign Grand Lodge, and Deputy Grand Sire Struve officiated at the installation. Dr. H. C. Bostwick was elected N. G.; Doctor Alverson, V. G.; B. A. Chilberg, secretary; Louis Levin, treasurer. Visitors were present from Victoria, Olympia and Seattle, and the evening wound up with an oyster supper.

The winter of '78 was mild. Mr. Clough mowed several hundred pounds of grass from his lawn January 25 and sold it to the Cogswell livery barn.

The first telephone in Tacoma, and one of the very first on the coast was brought early in April by Division Supt. F. H. Lamb, of the Western Union Telegraph Company, and placed in the office of the telegraph operator on the wharf. It connected with another instrument at the Lister Foundry, which had been established January 1, 1876, and which from the beginning had done a large business. Its proprietor was David Lister, who had been burned out in Peshtigo, Wis. His first plan was to build his plant in Old Tacoma, where, in fact, he did lay the foundations, but abandoned them for a site at Seventeenth Street and Pacific Avenue, in the triangle now occupied by the Betz Block, and there he cast the first bell ever cast in the territory. It was for the Sumner Methodist Church. Writing of the telephone, Francis H. Cook's Tacoma Herald, which ran for less than two years in '78 and '79, said: "The whole apparatus consists of two small boxes, about 4 x 6 inches, with a tubular projection at one end inside of which is stretched a thin, flexible material of some kind." The operator used the telegraph wire with a ground circuit and the 'phone worked well. It was regarded as a great curiosity and many persons went to examine it. Three weeks later the Tacoma operator asked the Olympia operator to connect his telephone instrument to the telegraph wire to ascertain if a telephone message would be carried such a distance. The results were very satisfactory. Voices could be heard distinctly. An Olympian played a clarinet and the tune was carried clearly. In response a Tacoman played an accordion. Olympia heard and was pleased, and the people of both towns were much surprised at the results.

New Tacoma then was passing through the pig period, and there were pigs and pigs. Close to the business center lived one Graham whose animals were a particular blight upon the neighborhood. Editor Cook finally took up the cudgel in defense of the community, and in the doing of it, painted a realistic pen picture of pigs in a village. "Mr. Graham," wrote the editor, "will do the public a great favor and himself credit by hereafter keeping in a proper enclosure those bothersome pigs which he is rearing at the expense and annoyance of the public. It is bad enough to keep the animals within hearing and smelling distance; but when they are eternally sticking their noses into every open door in the vicinity and chasing after every man, woman or child who carries a basket or bucket near their habitation—at the same time squealing in a deafening chorus for something to eat—it is high time the public should ask him to abate his nuisance. Otherwise we shall have the favor of a law which was passed at a late session of the territorial legislature entitled: 'An act to prevent the owners of hogs from running at large.'"

This punch from the press did not immediately imprison Graham's hogs. One of the animals was known as "Graham's Hyena." It possessed an insatiable appetite and in appearance it somewhat resembled its godfather. The animals ranged through the streets, trotted along, and sometimes slept on, the narrow sidewalks, and the "hyena" one day seized upon and carried away a sack of flour that had for a moment been left unguarded in front of Nolan & King's grocery.

The lifting machinery for the coal mines at the end of the Valley road was made at the Lister, Houghton & Co. foundry which also went by the name "Tacoma Iron Works." The plant just then was completing the largest casting made in Tacoma up to that time—a cylinder for the Hanson, Ackerson & Co. mill engine of 160 horsepower. Tacoma coal was beginning to gain a foothold and the fame of it was going afar. Theodore Hosmer sent a quantity of it to the Sacramento shops of the Central Pacific Railroad to be tested and word was returned that it equalled any coal that had been tried there. Fifteen tons of nut coal were sent to the Portland Gas Company and yielded such excellent results that large orders were promised. Business was



HOME OF THE FIRST NEWSPAPER IN NEW TACOMA

Here Francis Cook published the Herald in 1878. The building stood on Broad, about half way between Seventh and Ninth streets



growing as was indicated by the heavy mails which in April were being weighed according to the postal laws. On April 5 came the heaviest mail in the railroad's history up to that time—twenty sacks weighing 1260 pounds, and 370 pounds of it stopped in Tacoma, the remainder going on north for distribution. The railroad shops had just installed the largest turning lathe on the coast—large enough to handle the driving wheels of a locomotive.

The election April 12, '78, for delegates to the constitutional convention resulted as follows: New Tacoma precinct—Delegate-at-large, O. F. Gerrish, 49; J. P. Judson, 125; A. J. Cain, 44; W. A. George, 46; M. V. Harper, 62; S. M. Gilmore, 46; Edward Eldridge, 35; M. C. George, 16; Frank Clark, 6. Third Judicial District—Colonel Larrabee, 115; J. Houghton, 2; J. H. Houghton, 12. Council District—D. B. Hannah, 71; W. H. Wallace, 68; Henry P. Hicks, 1. Tacoma precinct—Delegate-at-Large, O. F. Gerrish, 37; J. P. Judson, 49; M. P. Harper, 19; S. M. Gilmore, 23; W. A. George, 15; E. Eldridge, 16; A. J. Cain, 25. Third Judicial District—Colonel Larrabee, 54. Council District—D. B. Hannah, 52; W. H. Wallace, 11.

A young couple, neither of whom was of age, came to town looking for someone to marry them. Joe Wren's ferry was brought into the case, also Justice Carr. The wedding party was carried out into the bay where the justice performed a "deep sea" wedding and the youthful pair signed a marriage contract. "They were induced to take these unusual steps and hurry up the marriage, by the objections to the match and the interference of their families, but they were unable to obtain a license because of their being under age," was the Herald's comment. "Deep sea" weddings were by no means rare, but they always excited attention. The next excitement for the village was a series of severe earth shocks March 21, at 6.30 A. M. The movement was from north to south, buildings were rocked and some chimneys were cracked.

Through the summer of 1878 several Puyallup Valley farmers conducted experiments with the culture of tobacco and the quality seemed to justify the hope that the industry would become successful, but the project failed, there not being sufficient heat.

January of '79 witnessed the failure of two newspapers—the Daily Herald, which Francis H. Cook had tried for two years to establish, and the North Pacific Times, conducted by the Moneys. Cook, in his weekly paper, scored the Oregon Steam Navigation Company, the Northern Pacific Railway and the Tacoma Land Company for their connection with the Money paper, and pronounced the benediction in the following paragraph:

“The management of the O. S. N., N. P. R. R. and Tacoma Land companies—with great promises and bright expectations—infused the first filthy breath of life into the disreputable sheet which has succumbed to its own rottenness.”

In February Cook went up the valley to visit his sweetheart, Miss Laura McCarty, whom he afterward married. The river rose with Cook on the wrong side of it and the issue of February 28 consisted of but a single sheet, Cook apologizing for his failure to issue a full sized number. A short time before this the old hand press on which Tacoma's first paper—the Pacific Tribune—was printed, was put on board the Dakota for San Francisco. It was about forty years old and had been on the Sound since 1867, having been used in Olympia, Seattle and Tacoma. There was a Rammage press in Seattle that was still older.

The help which the corporations had given to Cook's adversary, the Times, had primed him for a determined fight when he became a candidate for legislative councilman on the republican ticket, and in the campaign in the fall of '78 he had employed his heaviest artillery, alleging coercion, bribery, and other forms of corrupt politics against the railroads and the land company. He charged them with disturbing his meetings and of using railroad employes in an attempt to carry the primaries. He professed to be standing by the people as against the corporations. He charged the friends of the latter with bolting the convention which had nominated him unanimously and accused the agents of his enemies with threatening to freeze out of town those who supported him. It was the first live clash with the railroad and the land company, and Cook, with the art of an experienced politician, made the most of it. He declared that the railroad agents had intimated that he must conduct his newspaper along lines that would meet with corporation approval, wink at their short-



This house, built by Editor Francis Cook of the Herald in the late '70s, stood on the corner now occupied by the Stone-Fisher Company store. Editor H. C. Patrick of the News, later occupied it. Next south of it stood the J. H. D. Conger cottage, then the Donald McDonald home. This picture was furnished by A. T. Patrick, son of H. C., and employed in the city light department.



comings and keep still or learn his lesson. Cook made but one address in Tacoma in the campaign and this one, he alleged, the railroad people tried to break up but without success, and then, he further charged, that seeing sentiment was turning toward him, the agents of the companies had made a "bread and butter canvass of the town, demanding that the people vote against him."

On election day the "interests" obtained possession of the polls and were open in their demands that those obtaining work or business from the company vote against Cook. Cook was accused of playing false to his own town because he had addressed meetings in Seattle, Steilacoom and Olympia. The regular republican ticket was counterfeited and the names of the democratic nominees were inserted in the places of those of the republican party. C. D. Lewis, an agent of the Tacoma Land Company, and whose home was in Oregon, was one of the most active in distributing the bogus tickets, it was alleged, and it was charged that an effort was made to vote fifteen men from the steamship Alaska, one of the judges whispering to another, "Let them vote, for it will mean fifteen more for Caton." The ship's crew, however, was not allowed to vote.

"Men in the employ of the railroad and land companies were given to understand that their situations in future depended upon the manner in which they voted," Cook charged.

New Tacoma cast 177 votes for councilman, Cook receiving 41 while J. S. Walker, democrat, received 136. In Steilacoom, Cook received 116 to Walker's eighty-four, and in Wilkeson Walker received 38 to Cook's 11. Pierce County gave Cook 402, and Walker 410, and Cook would have been defeated had it not been for the heavy vote which other counties in his district gave him. His majority was 81. Cook soon started the first newspaper in Spokane, in which city he still lives, having amassed a fortune. He is a brother of C. A. Cook, who served the county as assessor in 1913-15.

## CHAPTER XXIII

RAILROAD TO BE BUILT ACROSS THE CASCADES—VILLARD'S ACTIVITIES FELT—PORTLAND AND SEATTLE UNITE IN OPPOSING TACOMA — VILLARD'S FAILURE — TACOMA'S FIRST COMMERCIAL ORGANIZATION AND ITS HUMOROUS DEATH—TACOMA RIFLES ORGANIZED—PRESBYTERIANS, UNDER LEADERSHIP OF JOSEPHUS S. HOWELL, BUILD CHURCH ON "FIDELITY CORNER"—OPENING OF HALSTEAD HOUSE — FIRST PYTHIAN LODGE FORMED — CHURCHES AND LODGES IMPORTANT IN NEW COMMUNITIES.

One scarcely can comprehend the excitement and satisfaction that swept the little town when in September of '78 President C. B. Wright sent a telegram to General Superintendent Samuel A. Black, of the railroad company, saying that the railroad directors had determined to push the line across the Cascades.

Those who came west by rail were transported a long distance by stage, and to reach Tacoma they had to come by way of Portland. This was a condition entirely to the satisfaction of Portland which had exercised every possible trick that would prevent the construction of the direct line over the mountains. In this program Portland was to receive a little later the powerful aid of Henry Villard, and the completion of the line yet was nearly ten years away. But President Wright's announcement was a reason for the keenest felicitation, and property values immediately went upward. It was the opinion that the Cowlitz Pass would be used, as it was supposed that the Packwood anthracite mines, which then were believed to be of value, would attract the line to that route. President Wright and all friends of the great enterprise were working vigorously for an extension of time from Congress in which to complete the line.

The enlargement of the Northern Pacific shops and of Lis-

ter's foundry, with the addition to the Lister establishment of a furniture factory owned by F. Bauerle, were incidents of the city's industrial growth in the spring of '81, and R. Mottau sought to keep the pace by making a three-story structure of the St. Charles Hotel, which stood where the Elks' fine temple now stands. This enlargement was achieved by digging out the foundations. And an indication of expanding culture was the formation of the New Tacoma Library Association, incorporated for \$5,000, by J. W. Sprague, R. F. Radebaugh, W. H. Fife, A. J. Baker, Elwood Evans, J. S. Howell and C. D. Young.

But the community was in alarm over the activities of Henry Villard, the brilliant Bavarian, who was becoming an international figure in railroad development. His true name was Gustavus Hilgard. He took the other name after he came to America. He began his career as a newspaper reporter, became acquainted with prominent men and gradually developed a talent for railroad organization and amalgamation that astonished the nation.

Villard's activities had become generally noticeable in 1868. He conceived the idea of uniting all the transportation interests of the Northwest, including the Northern Pacific Railroad, and early in this process it became evident to Tacomans that he was antagonistic to its interests. Little by little he had acquired stock in the Oregon Navigation Company until he controlled it, and he then bought the Ben Holladay steamers running between Portland and San Francisco. He added a railroad running north from Sacramento. He organized a great corporation, and it is said that in his operations he procured from eastern capitalists more than \$8,000,000 without informing them of the use to which he desired to put it. His star was rising so rapidly and faith in him was so great that rich men laid their purses before him. He was the railroad Napoleon of the '70-'80 period.

With the \$8,000,000 he began to buy Northern Pacific stock. A bitter fight ensued. Every effort was made to prevent his control of this property. The fight found its echo in the newspapers of the Northwest. Portland was upholding Villard and fighting Tacoma; the Seattle press was hopeful that Villard might take from Tacoma the advantage she had gained in being made the

terminus, and the greater advantage she would gain if the transcontinental line should be completed across the Cascades by way of Cowlitz Pass.

Seattle had no use for Portland, to be sure, and her papers were not friendly toward Villard's plan of swinging the Northern Pacific line to the Columbia River, thus diverting all transportation by way of Portland, but there was an intense animus against Tacoma, and that, played upon by the Villard interests, was used to the advantage of the Villard plan. Tacoma was between the upper and nether stones. The newspaper fight between Scott of the Oregonian and Radebaugh of the Ledger was sharp and continuous, Scott insisting that Villard had acquired the Northern Pacific and endorsing it, while Radebaugh declared it not to be true and deplored its possibility. Of course, if it were true, the unique experiment of running a railroad nearly 2,000 miles through an unsettled country and establishing at its far terminus a city on virgin soil, would lose many of its great possibilities, for Portland, already fairly well out of its swaddling clothes would be the beneficiary, and Tacoma, with Seattle in the favor of the Villard crowd, would be left on a branch line, possibly an insignificant bankrupt.

It was an unhappy day for Tacoma when the news came that Villard had walked into the eastern offices of the Northern Pacific and demanded a voice in its management. President Billings waged against Villard week after week, and Villard finally took his case into court by bringing a suit against the Northern Pacific officials alleging that they had issued \$18,000,000 worth of stock without consideration. This issue had been made for the purpose of continuing the construction of the transcontinental line.

The situation was made no easier for Tacoma when the O. R. & N. bought the Puget Sound Steamboat Line from L. M. Starr, paying \$200,000. This transaction included the 166-foot sidewheeler North Pacific, a fine steamer, costing when she was built in San Francisco in 1871, \$123,000; the 148-foot side-wheeler, George E. Starr, costing \$75,000 when built in Seattle in 1879; the 142-foot Isabel, a side-wheeler, built in Victoria in 1866; the 154-foot, stern-wheeler, Annie Stewart, built in San Francisco in 1864; the 87-foot Otter, and the famous Alida,

a stern-wheeler built in Seattle in 1869. She was 107 feet in length and so cranky that she had to carry on her main deck forward a huge box of chain which was shifted from side to side by the crew to keep her on an even keel. Capt. Charles Clancey, still living in Tacoma, who had been master of the North Pacific, was made superintendent of the line.

Tacomans scarcely knew what to make of the changing conditions, and the city barely held its own in population through these doubtful days. The climax for the railroad came when President Billings resigned. Asbel H. Barney was chosen to succeed him and Villard took a seat on the board of directors. Here in Tacoma, buildings that had been begun were left uncompleted. About forty structures were under way or construction was under contemplation. Work stopped; plans were pigeon-holed. Many new-comers who had expected to settle in Tacoma went to Portland or Seattle. The tide of travel shifted, leaving Tacoma merely a point of transfer, and no longer a stopping place. There is no manner of computing how much the young city lost in the paralysis of its prestige by the Villard schemers.

Portland and Seattle rejoiced, quite naturally, but they, too, paid the piper. For Villard, taking advantage of their good humor, disposed of large amounts of stock in both cities, but that stock lacked the capacity of sustaining merriment in its purchasers. It caused losses running into the hundred thousands, when Villard failed and his bubble burst.

For several years the Seattle press and public were bitterly demanding the abrogation of the railroad's land grant, and a resolution to that effect had been introduced in Congress. A report was started, near Portland, that the officers of the railroad had been hanged in effigy in Tacoma, and this report was wired to papers in Washington for its effect on members of Congress. General Sprague quickly denied this report, and called a mass meeting of Tacomans to protest against the resolution. Congress and the East partially lost interest in the proposal to abrogate the land grant, as the details of Villard's conduct of affairs became public. The early reports regarding his failure pictured him as a man broken in health and with fortune ruined, but later on the papers began to describe the undimmed splendors

of his New York mansion with his army of liveried servants still intact, which, of course, deprived him of sympathy and tended to emphasize the great work which the new management of the railroad was performing in putting it on a sounder basis.

C. B. Wright returned to the Northern Pacific Board in 1884, after having been out since Villard came in three years before. This was another step toward the recrudescence of Tacoma, but the city invited another determined attack from Seattle when a bill was introduced in Congress proposing to admit Washington Territory as a state under the name of "Tacoma." Delegate Brents, who introduced it, was denounced in Seattle as a "pettifogger and third-rate lawyer," and he also was charged with wearing a Northern Pacific Railroad collar. Portland joined the chorus with kindred amenities.

October 4, '84, Villard and a company of dignitaries had visited the Sound and spent a part of the day in Tacoma. A public meeting was held in Cogswell's Hall, and Elwood Evans extended a greeting to the visitors. Villard made a speech that seemed to extend the olive branch to Tacoma, and citizens accepted it as such until a day or so later they learned that he had made almost exactly the same speech wherever he had spoken in the Northwest.

Tacoma's first commercial organization was formed in the summer of '81. It was suggested by the energetic Editor Radebaugh, who called twenty men together in Bostwick & Davis' drug-store July 16. Five days later the committee on organization reported, naming the new body the New Tacoma Board of Trade, and the following men signed the roll: David Lister, J. Cogswell, E. N. Ouimette, H. C. Bostwick, W. B. Kelly, R. F. Radebaugh, Thos. K. Brown, J. Halstead, Wm. Thompson, B. Barlow, G. F. Orchard, S. H. Woolsey and M. J. Cogswell. Doctor Bostwick was made president; George E. Atkinson, first vice president; J. Halstead, second vice president; Thos. R. Brown, secretary and treasurer. In order to get crowds at the meetings Radebaugh walked from store to store, exhorting the proprietors to join the ranks. By the time he had visited all the stores he usually had a considerable crowd following him. The membership grew, but the Board of Trade was not a brilliant success.



THE FIRST PRESBYTERIAN CHURCH, CORNER OF ELEVENTH AND BROADWAY, ABOUT 1888  
Where the Fidelity Building now stands



Perhaps the good Doctor Bostwick was too gentle for the kind of leadership there required. There was considerable oratory at the meetings, which gave to the smaller fry an opportunity to enjoy its own reflections. John E. Burns usually had complaints to make, and his verbiage was not feathery. He started so much trouble that a plan was hatched among the members to elect him president and then never hold another meeting of the organization. His election highly pleased him and he invited the entire membership to the Halstead House for an oyster supper. Efforts to assemble the Board of Trade after this were futile.

The summer of '81 also witnessed the formation of the first military organization at a meeting in Cogswell's Hall, with Doctor Bostwick presiding, and J. H. Wilt, school teacher and county clerk, as secretary. Geo. Bachman was elected captain; W. J. Fife, first lieutenant; F. B. H. Wing, second lieutenant; Howard Carr, George Farley, Wm. L. Moore and W. S. LeMay, sergeants. In the ranks were Stephen D. Baker, Richard Walsh, George H. Martin, Calvin S. Barlow, Frank C. Ross, J. H. Junette, A. H. Lowe, I. M. Howell, Eli B. Robinson, Wm. L. Moore, G. W. Mattice, G. N. Talcott, C. H. Danforth, William P. Bonney, W. B. Kelly, James Griffiths, Fremont Campbell, E. L. Gruener, Dave Levin, A. J. Spencer, Charles Evans, J. C. Hewitt, J. H. Wilt, F. W. Hanson, J. F. Gates, E. O. Fulmer, J. B. King, J. W. Lister, W. B. Walker, C. T. Matson, J. L. Adams, A. P. Carr, Wm. S. Ritman, Alex. Hill, Richard Latham, George W. Chase, H. A. Bigelow, George W. Driver, Frank Tillotson, C. A. E. Naubert, H. C. Davis, H. F. McKay, Noel J. Hunt, George B. Kandle, E. W. Rea, John Forbes, A. A. Christie, Chas. Halstead, Chas. Ellis, A. T. Patrick, L. D. Patrick, T. Lambson, C. C. Spencer, F. D. Johnson, John Gay, W. P. Robb, Charles Sprague, S. L. Watkins, A. S. Abernethy, Jr., E. A. Sprague, L. E. Quade, Ed Smith, R. D. Herrington, Samuel Henry, Stephen Parker, John Muntz, E. F. Plummer, G. M. Granger, E. D. Robinson, E. M. Lambson, Harry Hibbard, Matt McKenna, C. F. Allen and A. Urch. The company was named the Tacoma Rifles.

Drilling at once was begun and assiduously pursued, and one of the first public duties of the Rifles was to participate in the

exercises on the day of the funeral of President Garfield, September 26, 1881. There was a parade with Major Blake as grand marshal, and with the Board of Trade trustees, the Tacoma Rifles, the Ancient Order of United Workmen, Knights of Columbus, Grand Army of the Republic and volunteer firemen in line. The speakers were Elwood Evans, General Sprague and Rev. Mr. De Vore.

An exciting incident in connection with the death of the President was the exercise of mob law against C. E. Spencer, a sewing machine agent. He was charged with having said that President Garfield was a knave and a rascal, a scrub and a swindler. A committee called on him and presented a "petition" signed by 126 citizens requesting him to leave town forthwith. It was intimated that obedience would save him the pain and humiliation of worse treatment. He departed, but stopped in Steilacoom to send back a defi or two.

Construction of the Presbyterian Church on the lots now occupied by the Fidelity Building was under way. This church was 54 by 40 feet in size, with a tower 75 feet in height, and seats for 400.

J. S. Howell—his first name was Josephus—was the Presbyterian leader of the community. The church had had occasional services since '70 or before, in Old Tacoma. In September, 1877, Howell, his wife Abigail, Mrs. H. C. Bostwick, Mrs. D. W. Stairs, Charles Ellis, L. McLaughlin and wife, George F. Orchard, Mrs. S. M. Orchard and Francis Cook had presented a petition for the organization of a church to Rev. John R. Thompson, presbyterian minister. An attempt had been made in '73 to organize a congregation, the promoters being Rev. A. L. Lindsey, D. D., of Portland, and Theodore Crowl. The energetic Howell and fellow petitioners represented eight states and provinces. Two members of the original congregation still were here. It was determined September 3, 1877, to use them as a nucleus, add the recruits of '77, and a week later the church name, "Presbyterian Church of Tacoma," was restored by the Presbytery meeting in Port Townsend.

The reorganization took place in Fife Hall—above the Fife store, the cradle of many a worthy enterprise. Has this com-



THIS BUILDING STOOD, UNTIL ABOUT TEN YEARS AGO, WHERE THE PYTHIAN TEMPLE NOW STANDS ON BROADWAY. TWENTY-FIVE YEARS AGO IT WAS OCCUPIED BY THE FREEMAN & BOGGS LIVERY STABLE



LAST OF A FAMOUS HOSTELRY  
Built by Jacob Halstead in 1879



munity sufficiently honored the tireless and loyal William H. Fife by naming a street after him? Let us at least permit no foolish sentimentality to change its name without first definitely fixing a greater monument to Fife. September 17th, Howell and Orchard were made ruling elders. It was not until February 13, '81, that these officers were ordained and installed by Rev. T. C. Armstrong. At the same service Mr. and Mrs. A. J. Baker and Mrs. T. C. Armstrong were received. Mr. and Mrs. Baker were the parents of Mrs. W. H. Opie. G. F. Orchard was made first clerk. Rev. Mr. Armstrong served until November, 1884, by which time he had added 100 names to the roll. General Sprague gave one-quarter of the sum needed to build the first church. A substantial two-story manse was built where the Pioneer Bindery Building now stands.

A roadway had just been opened on C Street and Robert Wingate was completing his handsome dwelling at C Street and Division Avenue. Gross Bros. paid \$3,000 for two lots on Pacific Avenue south of Ninth Street and proceeded to build a two-story structure. They kept a sheep tied on the walk in front of the store—a bleating advertisement for the all-wool goods within.

The first lodge of the Ancient Order of United Workmen was instituted in Tacoma by the grand officers assisted by M. H. Smith and Doctor Wing August 26, with nineteen members, the officers being J. P. Chilberg, H. A. Stevens, G. W. Alexander, Henry Sutter, C. D. Young, G. F. Orchard, A. T. Patrick, W. H. Morrill, Frank Lunkley and James Bowlin.

The big event of the autumn was the reopening September 2 of the Halstead Hotel, or, as it then was called the "New Tacoma Hotel." A few months before the hotel had burned. Halstead immediately replaced it with a larger structure. His new building was three stories in height and was 60 by 44 feet, with thirty-four rooms. T. B. Spring was the architect. Visitors came from all over the Sound and from Portland to enjoy the festivities attending the rededication, and money was not spared in the effort to out-Bacchus Bacchus. Dancing and drinking continued throughout the night, and there still is the unverified echo of a poker game upstairs which continued uninterrupted

for more than forty-eight hours and which illegally but effectually transferred the title of some \$30,000. No doubt the stake has grown with the years, but it certainly was a poker game for a small but ambitious town to be proud of.

The first Pythian lodge was established in Tacoma October 22, 1881, on petition of forty persons. The first officers were: H. Bigelow, P. C.; Geo. J. Farley, C. C.; E. O. Fulmer, V. C.; Geo. A. Martin, P; G. W. Mattice, K. of R. and S.; C. S. Sprague, M. of F.; S. D. Baker, M. of E.; G. N. Talcott, M. of A.; A. A. Christie, I. G.; R. Thompson, O. G. The lodge had sixty-one charter members.

The church and the lodge are important factors in all new communities as means of extending acquaintance. There were periods in Tacoma when strangers were more numerous than citizens. Anything that assisted the stranger in gaining gregarious advantage was accepted, and both church and lodge thrived. A member of one of the fraternal organizations in the late '80s says that, though he was a regular attendant at lodge meetings, there were evenings when he did not know ten persons in a roomful. Frank B. Cole describes humorously the attempts that used to be made in the churches to introduce the strangers. "Mr. (Here insert a mumble) this is Mrs. (more mumbling)." Cole says it was the custom to introduce person after person in this way. It was impossible to remember all the new names.

## CHAPTER XXIV

1880-81—RADEBAUGH AND PATRICK ESTABLISH LEDGER AND TOWN LOTS BEGIN TO SELL—PATRICK SELLS OUT, THEN BUYS THE NEWS—GORDON, HIS BOTTLES AND HIS DOG—ST. LUKE'S CHURCH FUND STARTED—STEAMER DAKOTA VISITS TACOMA—TACOMA BECOMES COUNTY SEAT—FIRST FIRE-FIGHTING COMPANY ORGANIZED—ABIGAIL SCOTT DUNIWAY LECTURES IN TACOMA—TEMPERANCE AND LITERARY SOCIETIES FORMED—PLUMMER BROTHERS OPEN BAKERY—BANK OF TACOMA ESTABLISHED—PRESIDENT HAYES AND GENERAL SHERMAN VISIT—ENGINE FALLS THROUGH WATERWAY TRESTLE—BISHOP PADDOCK ARRIVES—FIRST SCHOOL HOUSE BUILT—DE VORE BEGINS METHODIST WORK—CUSTER POST, G. A. R., ORGANIZED—TOWN ELECTION.

Up to 1880, there was not much to the town and it had a poor reputation for beauty. It often was rapped by the papers of the Northwest for its lack of paint, its mud and its stumps. Still, it was growing. In March of 1880 the new town had 300 inhabitants; in June by actual count it had 720, while the old town had 383.

April 21, R. F. Radebaugh and H. C. Patrick, under the firm name of Radebaugh & Co. started the Weekly Ledger, which instantly took its place at the top among coast newspapers. Ably edited, forceful and newsy it attracted to the new city a much wider attention than it had had for some time.

Radebaugh had been writing for the San Francisco Chronicle. Impressed by the widely-heralded discovery of the only bituminous coal mines on the coast, and by the importance of the land grant of the railroad and of its acquisition of the best harbor on

the Sound, he determined to come North and look over the situation. This he did in June, 1879, and then was all the more convinced that here was his opportunity. He returned to San Francisco and wrote a number of articles on Tacoma and the Northwest, and signed them "Rad," an abbreviation which he frequently used as a nom de plume. These articles fell beneath the eye of H. C. Patrick who was conducting a frail little weekly, the *Courier*, in Santa Cruz. Later on Radebaugh was sent to Santa Cruz by the *Chronicle*, and Patrick, who knew of "Rad", though he never had met Radebaugh, interviewed him regarding the Northwest, and learned of Radebaugh's desires to start a newspaper in Tacoma. Patrick suggested that the Santa Cruz plant be taken to Tacoma. That removed a mountain for Radebaugh who did not have sufficient capital. A bargain quickly was struck.

But the problem of getting the debt-burdened plant beyond the state line before the watchful creditors could set the constable after it was somewhat troublesome. Radebaugh conceived the idea of playing one typefoundry against another. He went to the rival of the creditor house and actually persuaded it to lend him \$1,000 with which he squared accounts with the other, and then, by skillful maneuvering the plant was slipped to San Francisco and loaded aboard a steamer for Tacoma. If the operation loosed the tongue of gossip at the time it was not altogether just, for, had the concern remained in Santa Cruz it would have been engulfed in bankruptcy, with all creditors wailing, while, by bringing it to Tacoma, it soon began earning handsomely and it was not long in liquidating all the debts it had left behind.

The venture was a success from the start. The paper itself was not greatly profitable, but the job-printing end of the business was. Radebaugh had visited General Sprague and told him what kind of a paper he desired to establish, and asked Sprague for all of the railroad's job printing. Sprague told him that he was tired of parrot tracks on his official stationery, and gladly would take all his work from the aviary-printing shop of the Moneys and give it to Radebaugh if Radebaugh conducted the kind of a newspaper he had promised. The *Weekly Ledger* was started April 22, 1881.

Radebaugh was editor, and Patrick the business manager, but he also had facility as a collector of personal and other short items. He seldom wrote more than a few lines about anything. Radebaugh wrote the important items and the editorials, and the paper quickly gained a clientele and a state standing. Its office was on the southeast corner of Eighth Street and Pacific Avenue. It had a No. 6 Hoe press, which was turned by hand—a laborious task performed by any one who could be inveigled into it by the promise of 75 cents an hour. After a few months a small steam engine supplanted “man-power.”

Radebaugh was able, resourceful, industrious and sometimes vitriolic. He had many interviews with General Sprague regarding methods of attracting settlers, especially to the farm lands east of the mountains where it was imperative that production should begin and give the railroad something to carry. He proposed to Sprague that the railroad pay for a large number of copies of the Ledger to be mailed to the farmers of California, many of whom Radebaugh, from his close acquaintance with that section, knew to be dissatisfied. Sprague agreed, with the price at five cents a copy. Radebaugh at once made a trip to the Snake River Country and prepared a series of articles regarding it. This pabulum, supplied to the Californians, soon began bearing fruit, and a large number of them took advantage of the low land prices along the Northern Pacific Railroad, and many of them are still there, prosperous and happy.

Theodore Hosmer, manager of the land company, had sold scarcely a lot in the six months before the establishment of the Ledger. The town was in a state of stupefaction. Merchants actually could be found asleep on their counters. Radebaugh and Patrick brought the tonic that put new iron in their blood. It was not a great while until the stockholders of the land company began realizing hopes long deferred.

Radebaugh and Patrick parted company after a while, differences arising over the question of extending the business. Radebaugh desired to erect a building on Broadway, where the Colonial Theater now stands, move into it and enlarge the business. Patrick objected. The result was that Radebaugh bought his partner out for \$1,500 and moved to Broadway. Patrick

then arranged a partnership with the Moneys, and a little later he bought the Pierce County News from George Mattice, and changed the name to the Weekly Tacoma News. Patrick was a conscientious and active man, gained many friends and made a success of his enterprise.

One of the early newspaper writers of Tacoma was A. McGregor Gordon, said to have been a son of Lord George Gordon. To him Scotch whiskey was an ambrosia and his potatoes were frequent and deep. He was a graduate of the University of Aberdeen and had been trained for the ministry. Radebaugh valued his literary talents and endeavored to keep liquor away from him, but it was a vain adventure. For if Radebaugh removed a bottle of Scotch from the depths of a waste basket, he soon found another in an old boot. The lord's heir kept bottles everywhere. He had a spaniel, "Nora," an animal of unusual intelligence and he had taught her many tricks. Late in '82 the dog was stolen and Gordon wept over most of the townsite in search of his pet. An arrest was made and the culprit was haled before Justice Alexander Campbell. One of the justice's mannerisms was a grunt with a rising inflection between phrases, and in binding the prisoner over he remarked with judicial severity:

"Some dogs are very valuable, huh! and this dog is valuablyer than a horse! Huh!"

Gordon was dismissed time and again by Radebaugh and he always broke down and wept like a baby, protesting that he never again would drink, was reemployed, and then proceeded to repeat the circle of liquor, dismissal, tears and reinstatement, until the paper became a daily, when it demanded more attention than Gordon could give to it, and then the brilliant fellow drifted away into Canada, where some time afterward he wrote the celebrated "Hoch, der Kaiser!" verses which later gave much trouble to an American admiral, and no doubt assisted to some degree in arousing the animosities that finally led to the outbreak of the great European war in 1914.

The Weekly Ledger was of four pages, and the first advertisement that strikes the eye is that of Gross Bros., in the "Brick Store." The next was that of G. F. Orchard, who proclaimed his store as "the first in Tacoma," it having been established in

1874. Orchard was entitled to further honors. He was the father of the first twins born in Tacoma.

Isaac W. Anderson was operating a number of lime kilns near Orting and was advertising his product. Other advertisers were The New Tacoma Iron Works, owned by David Lister; Clark & White, attorneys, the members of the firm being Frank Clark and Brook White; Hanson, Ackerson & Co.; Hatch & Co.; Nolan, the grocer; Otto Quade, wood worker; the Tacoma Land Company, and B. Barlow & Bro., meat dealers, with a slaughter house about where the Tacoma Tennis Club grounds now are. About this time the Barlows closed the slaughter house, and removed their operations to Lake View, which was a place of some importance. It was Steilacoom's railroad station, a 'bus line being operated to carry passengers to Steilacoom from the Northern Pacific line.

At this time the railroad company was very active in its attempts to find a suitable mountain pass. Two years before a party under Engineer W. Milnor Roberts had explored Cowlitz, or Packwood, Pass, and now parties under the direction of Col. Isaac Smith were reconnoitering in the mountains with a view of finding an easier thoroughfare. In his party were V. G. Bogue, Charles A. White and D. D. Clarke, who had assisted Colonel Smith in laying out the townsite of Tacoma six years before, and who, in 1876, engineered the coal road up the Puyallup Valley, the completion of which in '78 had brought a new prosperity to the community. White visited Pierson Pass, and shortly afterward he discovered a new pass about ten miles north of Mount Adams. He and others who were in the mountains to the southward of Tacoma discovered many evidences of a recent volcanic eruption. At length the choice of the engineers seemed to be centered on Natches Pass, and the papers of the Northwest were full of expression of hope that the Pend d'Oreille Extension soon would be brought across the Cascades. But that still was nine years distant, with an acrimonious contest intervening.

V. G. Bogue later was sent to make a more careful examination of "Tacoma Pass," or Green River Pass, and favorable reports came down from him concerning it. About this time the Northern Pacific directors voted \$40,000,000 with which to com-

plete the road across the Cascades, though Villard and his clique did all they could to deflect or stop the enterprise. The Portland Oregonian ridiculed the undertaking and Oregon business men undertook by a studied campaign to discourage President Billings and his board.

The Episcopal women were collecting funds with which to start St. Luke's Church. A new jail had been built at the foot of Twelfth Street, but it was empty most of the time. There was a demand for a night watchman. Friday, April 30, an election was held in New Tacoma, the vote returning to office the old board of trustees. The balloting resulted: Theodore Hosmer, 96; David Lister, Sr., 96; Dr. H. C. Bostwick, 94; Stephen M. Nolan, 70; Samuel Wilkeson, Jr., 70; M. J. Cogswell, 40; J. S. Walker, 36; scattering, 10. Hosmer, who was then at the head of the Land company, was made president; E. Evans, clerk; Henry Williams, marshal; and George F. Orchard, treasurer.

The largest steamer coming to Tacoma at this time was the Dakota, of the Pacific Mail Steamship Company, and her regular arrivals from San Francisco, with details of her passenger and freight cargoes, were important items of news. The Dakota also visited Steilacoom, where she took hoopoles—sometimes in quantities of more than one hundred thousand—hazel hoops, and deer, beaver, skunk, otter and mink hides in great numbers.

The Dakota's length was 270 feet; her breadth inside of her paddle-boxes was 38 feet, and 80 feet including the boxes; depth, 24 feet; registered tonnage, 2,100.

Steilacoom was still the trade center, but Tacoma steadily was gaining, and early in 1880 began the agitation to move the county seat to the terminus. Complaint was made that the county records were illy kept in Steilacoom, and in danger of again being burned, as they had been some twenty years before, at a cost of \$25,000 to the taxpayers. The escape from the old jail in Steilacoom, about this time, of R. G. McKay, charged with resisting an officer, did not help Steilacoom's defense. McKay whittled three holes through an oak door four inches in thickness, and succeeded in unlocking it, after which he removed a considerable section of brick from about one of the iron-barred windows.

In order to get a definite statement from the land company as to what it would do to induce the removal of the county seat, an appeal was sent to Manager Hosmer, signed by the following citizens: W. H. Fife, Dr. H. C. Bostwick, Frank Clark, P. D. Forbes, H. C. Davis, J. C. Mann, Louis Levin, J. D. Rupert, J. G. Grainger, S. D. Stewart, A. S. Parker, D. P. Wallace, G. M. Grainger, Gross Bros., E. G. Bacon, A. B. Graham, E. R. King, David Lister, John Forbes, John H. Benson, Saul Parker, A. McMillan, W. H. Morril, W. M. Lee, J. W. Woodard, Radebaugh & Co., S. Rhodes, S. Wilkeson, Jr., S. M. Nolan, Charles Eagan, Henry Williams, John Cogswell, J. Halstead, S. F. Sahn, C. D. Young, G. F. Orchard, Joseph Geiger, J. S. Walker, Brook White, W. B. Blackwell, J. P. Chilberg, T. J. Spooner, P. A. Scott, B. Barlow & Bro., Elwood Evans, M. J. Cogswell, Otto Quade, H. R. Hatch & Co., and H. Williams. This list embraces the leading men of the community at the time.

Hosmer replied to their appeal that the land company would assure free rent to the county offices for a year, and would give lots 7, 8, 9 and 10, block 906, as a site for the courthouse, this property being worth about \$2,000. The lots described are just south of where the Tacoma Theater now stands. Thereupon the question went before the voters, and there followed much rancorous debate.

One of the strong arguments was that the county seat never had been located officially in Steilacoom, that Steilacoom never could expect the taxpayers to vote money for the erection of suitable buildings in a decadent town, and that the county should no longer pay high rents for scattered offices for the county officers, as it had been doing in Steilacoom for years. Tacoma won five to one in the election. New Tacoma went republican by 70 votes, and W. B. Blackwell, one of the best citizens in the community, was elected county commissioner to the great surprise of his opponents. The total vote cast in the county was 895. Two years before, in 1878, it had been 839, and in 1876, 567. The county seat was removed to Tacoma November 12, 1880, and the officials were comfortably housed in the Tacoma Land Company's office building, where the Tacoma Theater now stands, until a court-

house could be built, some months later, on the lots now occupied by the Colonial Theater, just south of the Tacoma Theater, on Broadway.

Some excitement was caused by the report that Pincus, Burkett & Smith of Steilacoom had been prospecting for gold in Chambers Creek and had found hopeful specimens of the precious metal. Many years before miners had panned \$1.50 a day in the Nisqually.

May 29, 1880, the first fire-fighting company was formed under the name of the "New Tacoma Hook and Ladder Company, No. 1," and a handsome truck already had been completed by Otto Quade, Blacksmith John Muntz doing the iron work. The meeting for the organization was held in Smith's Hall, T. J. Spooner presiding. The election made J. Halstead, president; W. J. Fife, secretary; J. P. Chilberg, treasurer; T. J. Spooner, foreman; L. F. Griffith, first assistant foreman; L. M. Granger, second assistant foreman.

Abigail Scott Duniway, famous in Northwest history, was then active in her equal suffrage campaign, and she spoke in Tacoma to small audiences. Her subjects were "The Hearthstone" and "Liberty and Law." J. H. Wilt and Miss Lou M. Cramer were the school teachers, and they reported an average attendance of 76 pupils. The First Methodist Church was active, and gave an entertainment at which Frank C. Ross recited "The Dying Soldier," and W. J. Fife the "Deathbed Scene of Benedict Arnold." A. J. Baker, of Kansas, was visiting Doctor Bostwick, discussing plans for the opening of the first bank, and they soon let a contract for the construction of a two-story frame building on the third lot north of Tenth street on the east side of Pacific avenue. Otis Sprague had just been made superintendent of the Pacific Division of the Northern Pacific Railroad, but retained his position of general freight and ticket agent. J. H. Houghton simultaneously became land agent for the railroad. The Fourth of July celebration of this year was in Puyallup. Hon. Elwood Evans delivered the address, and a cannon brought from Port Townsend for the occasion boomed patriotic greeting to the day.

The Open Temperance Society was formed in September,



THE FIRST BANK  
Opened in 1880



1880, with C. S. Sanders, president; W. Charnock, vice president; L. L. Clifford, secretary; C. D. Young, treasurer, and E. Dudley, chaplain. The organization held frequent meetings and no doubt encouraged several individuals to abjure the bowl, but it did not diminish the number of saloons nor check their domination of public affairs.

September 14 there arrived from Jasper County, Ind., Will Major and Alexander Kirkpatrick, who had driven overland with a span of mules, their journey covering 167 days. They reported that they had passed many immigrants, and that many of them were having difficulties owing to the scarcity of grass and game.

A sidewalk was ordered laid on Railroad Street (Commerce) between Eleventh and Thirteenth, lifting pedestrians out of a perfect sea of mire, and the first bakery opened. This was conducted by the Plummer Bros., and was on the east side of Pacific Avenue just above Eleventh. Two more jewelers arrived, giving the little community five such establishments. The New Tacoma Literary Society was reorganized, and its first question for debate was: "Resolved, That woman should have the right to vote at our general elections." J. H. Wilt, the school teacher; G. W. Mattice, publisher of the Weekly Tacoma News; C. A. Cook and J. W. Rowland upheld the affirmative, while the negative was argued by C. D. Young, J. H. Junette, T. B. Spring and W. J. Fife. A considerable audience heard the forensics and the judges decided for the affirmative. Then the question was put before the house which also upheld the affirmative with a cheer. The matter soon was to be decided by the Legislature.

The furniture factory connected with the Lister plant at Seventeenth Street was enlarged. The Bank of New Tacoma opened with H. C. Bostwick, president; W. B. Blackwell, vice president; and A. J. Baker, cashier. George W. Alexander was building a handsome home at Baker and D streets, showing the northern movement in the residence section, and the Carbon Hill Mine was opened, an event of large importance to the community. Months had elapsed since the first work on this project began. The railroad had to be extended about three and a half miles to reach it. Its capacity was 150 tons daily.

President Rutherford B. Hayes, Mrs. Hayes, their son, Gen. W. T. Sherman and his daughter, and other notables composed a party that visited Tacoma about the middle of October. They travelled about the Sound in the steamer George W. Elder, for the use of which they paid \$250 a day, and they were the guests of General Sprague in Tacoma.

A severe earthquake shock was felt December 6, 1880, at 5:55 p. m. Citizens were greatly alarmed and hastened out of their shaking houses. Many chimneys were damaged. A short time afterward a house which Chinese had built near the water in the region of the Half Moon yards fell down the bluff, taking the numerous occupants with it. Several of them were badly bruised and cut. It was believed that the foundations of the house, none too solid at best, had been weakened by the temblor.

The Lister Foundry was humming with work. It was turning out carwheels and other iron for the railroad building east of the mountains. The railroad shops just below were overrun with work, and added buildings and machinery to double their capacity. Many residences and business houses were being built and real estate was moving. Lots 3 and 4, block 803, were sold to Gross Bros. for \$1,825, and other Pacific Avenue property brought \$44 a foot. That was a signal for rejoicing. The town officials decided to build the "beach road" connecting the mill in Old Tacoma with the Blackwell, afterward the "Flyer," wharf, and called upon General Sprague for assistance, which he gave. The completion of this road was an important aid to vehicular traffic between the two towns. Heavy hauling had made the road over the hill almost impassable, and at best it was a long and hard journey for the horses.

A curious complaint was made from the Nisqually Plains about this time, to the effect that eagles had become a great nuisance. They were very numerous, and were carrying away lambs in such numbers that the farmers were alarmed. Those were great days for hunters. A bag of 100 ducks on the Nisqually Flats was not unusual. Wild geese were numerous. Hunters often brought in numbers of eagles, measuring in some cases seven feet from tip to tip.

G. W. Driver, an engineer, who had been prospecting for

coal, reported finding a wonderful fossil bed about one thousand five hundred feet above sea-level in the foothills of the Cascades. These beds showed fossils of salmon, smelt and cod. "Billy" Driver was a popular man of wide acquaintance, who had a considerable share in the development of the coal industry in Pierce County and in exploring the Cascades and Mount Tacoma. He built a cozy little home on the rear of the lots now occupied by the handsome Anton Huth residence, and undertook to carry out an architectural idea which long had been fulminating within him. That was to build a water tank on his roof, covering the whole of it, but merged with the building itself so neatly as not to be recognized as a water-tank by the passerby. The theory seemed to be sound, but the tank itself was not. It gave way one day, sent the family flying to dry ground and soaked everything in the cottage.

Examination of the oyster beds which had been planted two years before at Gig Harbor showed that the bivalves were growing, and there was hope that the oyster industry might be added to the town's increasing list. Through the newspapers the attention of hunters was called to the desirability of conserving the quail known as the Bob White, which had been multiplying satisfactorily since their introduction into this section by J. B. Montgomery, who had them shipped from an eastern state. They first were released on Whidby Island.

The town had excitement enough when, on the morning of January 15, 1881, the engine hauling the train up the Puyallup Branch fell through the trestle across what we now call the City Waterway. The train remained on the rails. There were 60 passengers on board. The engine, which was of only 28 tons, plunged into 10 feet of water at low tide and sank into the silt. Engineer A. Barnhart, Fireman Dudley Smith, and Brakeman F. W. Hanson managed to squirm out of the wreckage and were scarcely bruised, and Smith and Hanson were taken from the water immediately. Barnhart floated down the stream for some distance and was rescued by Nicholas Lawson barely in time to save his life.

It was discovered that the current of the Puyallup River, one branch of which then emptied into the Bay above the trestle, had

undermined it, and General Sprague proceeded to end that danger by throwing a 700-foot dam across the stream near where it left the main river. The engine remained in the Bay for many weeks, several contractors failing, at great loss to themselves, to raise her. She finally was lifted out with jacks.

One of the severest windstorms in the city's history blocked the railroad with fallen trees, overthrew chimneys and twisted houses on their foundations January 25. Considerable damage was done up the valley. Shipping in the Bay suffered, and mill roofs were wrecked.

The town's first night watchman was Louis Gaillac, appointed early in 1881. President Theodore Hosmer, of the town board, complied with the state law by publishing the liabilities and assets of the town, the amount on each side of the book being \$427.37. There was \$87.61 in the treasury. In July the population of the town was said to be 2,150.

Two men who came to Tacoma in 1881, John P. Hovey and William H. Harris, were destined to have a considerable share in the community business in the years to come. They came on the Idaho, a short vessel that had the reputation of guaranteeing seasickness no matter how calm the sea. She rolled in all directions. When Mr. and Mrs. Hovey climbed the "202 steps," with their two children, they were struck by the roughness of the place. There was not a graded street and scarcely a leveled lawn. Hovey became manager of the merchandise department of the Hanson, Ackerson & Co. mill, and he opened a clearing in the woods to build an eight-room house where the present fine home of Mr. and Mrs. George Dickson now stands. In after years this house was removed to the lower side of Tacoma Avenue, between Tenth and Eleventh streets, where it remains. Hovey cut a trail between his home and Old Tacoma and walked. He was the pioneer in that section of the city, now the center of the city's best residence district.

Harris had been robbed in San Francisco and had just enough money left to buy a second-class ticket to Tacoma. He did whatever came to his hand to do in Old Tacoma to make a living while he studied law. For a time he was a carpenter in the mill. Among the clients who came to him after he had opened his law



HOME OF GEN. JOHN W. SPRAGUE

Built in 1877 on the northwest corner of A and Tenth streets, facing A Street. Here President and Mrs. Hayes, and many other notables, were entertained. Mrs. Sprague died from injuries received in a runaway. The guilty team is shown in the picture.



office was Mrs. M. M. McCarver, and this led to the marriage in 1883 of Harris to Elizabeth McCarver, a handsome woman of much popularity. Harris served as justice of the peace for several years, was a member of the city council and was otherwise honored by his constituency. Mrs. Harris is still living in Tacoma, and with her is her daughter, Julia, who has given much attention to Tacoma history, particularly that part of it centering in Old Tacoma, and to her the writer of this book is indebted for many suggestions.

The land company sold lots 1, 2, 3 and 4, block 1102, to A. McMillan for \$600, and lot 8, block 1305, to Jos. Klee for \$100. In '81 there were 504 names on the poll-tax list, as compared with 238 the year before.

May 28 Bishop J. A. Paddock, whose wife had died in Portland just a month before, met with the people in the "Brick Hall," at Ninth Street and Pacific Avenue, and it was decided to build a church and a school. This decision led finally to the building of the Annie Wright Seminary and St. Luke's Church. The meeting considered the advisability of opening a school in the old Herald office, a small frame house on the lower side of Broadway a few doors above Ninth. Dr. E. F. Miles, Theodore Hosmer, Charles M. Scott, Isaac W. Anderson and Isaac W. Smith were appointed as a committee to build the church and the school. Rev. Mr. Abell was the clergyman in charge, but he was succeeded in a few weeks by Dr. E. F. Miles. It finally was determined to build a schoolhouse on the lots given by the land company for a church on St. Helens Avenue south of Seventh Street. A small frame structure was erected, and Mrs. W. R. Price was put in charge. The fees for pupils were 50 and 75 cents and \$1 a week, according to grade. It is explained elsewhere that these lots finally reverted to the Land company and the Hyson apartments now occupy them.

Rev. J. F. DeVore was sent to Tacoma by the conference in Portland in August, '81, to take charge of Methodist affairs. By this time the town had so far regained the motion it had lost in the earlier months of the year owing to the Villard excitement that there were no empty houses, and Mr. DeVore had to send his family to Seattle to live until accommodations in Tacoma

could be provided. DeVore then set to work with characteristic industry to build the First Methodist Church, which became the town's community center. It was built by gifts from men of all creeds and of none at all upon the understanding that the structure should be used by any congregation that desired it. For several years community Christmas trees drew crowds to the church, and there were many humorous concomitants. At one of the celebrations the crier shouted: "Mrs. Bostwick—a silk dress." "Mrs. Halstead—a sewing machine." Then, "Isaac W. Anderson—a bottle of yeast powder." That aroused the town's risibilities. Anderson a short time before had gone into the Cascades on one of the first scouting trips in search of a pass for the railroad and at the foot of Mud Mountain he undertook to bake a batch of bread to his own liking. He had had difficulty in getting enough to eat. By some curious mixture of the ingredients he produced a loaf that was swollen beyond the dimensions of any bread ever seen before and it was mostly air. Anderson ate heartily thereof, then proceeded to climb the mountain, attired in an enormous pair of rubber boots which a joking companion had persuaded him to wear on Mud Mountain, and he had not gone far until he fell in a faint, and his party was not sure whether he would ever get back home or not. This episode gave rise to the yeast gift that Christmas.

Custer Post, Grand Army of the Republic, was organized June 2, 1881, with Job Carr, commander; W. A. Ramsdell, S. V. C.; D. Bently, J. V. C.; Wm. Peel, Adjt.; Howard Carr, Q. M.; P. Foster, C.; H. A. Bigelow, O. D.; R. Miller, O. G.; A. P. Carr, S. M.; A. E. Alden, Q. M. S.; W. H. Rock, I. S.

I. M. Howell, present secretary of state, was carrying the Seattle Post-Intelligencer in Tacoma. John E. Burns was endeavoring to arouse interest in the sale of lots in the Blinn Addition by the erection in Block 1910 of a 15-room residence, and as an additional spur to realty transactions there Jefferson Avenue was opened as far as Twenty-fourth Street. But there were very few buildings below Plummer's Bakery, which stood where the Berlin Building now stands.

Another house was added to the nondescript accumulation on the water front north of Seventh Street. This was a structure

20 x 30 and of two stories, and it was designed to house 200 Chinese.

At the election May 2, 1881, the balloting resulted: D. Lister, 175; Theodore Hosmer, 88; M. J. Cogswell, 139; S. F. Sahn, 104; G. F. Orchard, 89; B. Barlow, 74; J. S. Baker, 59; J. Halstead, 59; E. G. Bacon, 53; J. C. Hewitt, 30. The five receiving the high votes won. In Old Tacoma the result was: A. Walters, 65; A. J. Babcock, 52; D. B. Hannah, 55; S. B. Baker, 57; Ira Bradish, 55. D. Lister became president, or mayor, of the new town and A. Walters of the old. An incident of this period was the closing of the butcher shops on Sunday. It was perhaps the first step toward Sunday observance in the business part of the community. The stores all opened early and they closed late, some of them welcoming patrons until 10 p. m. The stores were the amusement resorts of the community, and crowds of men gathered about the stoves every evening to gossip and contrive their practical jokes. Now and then a little traveling troupe of players came through, and invariably played to packed houses. The churches endeavored to cater to some extent to the keen appetite for amusement, and the lodges performed their share of this function. Perhaps it should be noted that an A. O. U. W. entertainment in April, '81, when George W. Alexander was master workman, received a notice a column and a half in length in the Ledger, the musical critic indulging in adjectival ecstasies over the rendition of "Clayton's Grand March" by Miss H. A. Potter and Mr. J. Murray, and a piano solo, "Lily Dale, with variations," by Mrs. C. N. Scott.

In the autumn of '81 the Northern Pacific pay-roll included 80 men and they received about \$5,000 a month; the Hanson mill had 120 men and paid out \$18,000 a month; Lister & Co., founders, 35 men, \$2,500 a month; the mill of Hatch & Co. employed about a dozen men. Many of the employees were Chinese.

## CHAPTER XXV

1881—SMALLPOX SCOURGES THE COMMUNITY—SHOTGUN QUARANTINE—DOCTOR WING DIES FROM WORRY AND FATIGUE—BONNEY'S FUMIGATING ROOM—FIRST CARGO OF WHEAT TAKEN—STORM DOES MUCH DAMAGE—BAPTIST CHURCH ORGANIZED—COAL BUNKERS COMPLETED—ANNIE WRIGHT SEMINARY CORNER STONE LAID—DEATH OF BISHOP PADDOCK'S WIFE, WHO FOUNDED FANNIE PADDOCK HOSPITAL—MATERIAL COMING FOR FIRST GAS PLANT—FIRST TELEPHONE EXCHANGE OPENED—GROWTH OF THE BUSINESS.

October of '81 witnessed the beginning of a smallpox scourge that prostrated the community. The contagion was widely distributed that autumn, scarcely a city on the coast escaping, but none had a worse experience than Tacoma. Two adults and a child had died before the disease was diagnosed as smallpox by Doctor Bostwick, but Dr. A. M. Ballard, in a signed statement in the papers, called it chickenpox. Doctor Miles also pronounced it chickenpox. Dr. F. H. B. Wing, the health officer, warned the public when the first cases appeared, but the signed statement and the disagreement among the physicians, with the majority of opinion in favor of the chickenpox theory, lulled the public into a false security.

It is not known how many cases of smallpox there were. Estimates reach as high as 150. It is not known how many died. Some estimates have been as high as fifty, but there probably were fewer than twenty. The town was shut off completely from intercourse with its neighbors. The trains ran through with windows closed, and at the wharf they entered a stockade, in which the transfer of passengers to and from the boats was made. The townspeople, outside of those who

lived in the corral on the wharf, were not permitted there. They could not take trains or boats out of the city. Puyallup and Steilacoom established a shotgun quarantine to prevent persons from the stricken town from reaching these two places. Barricades were built across the roads, and behind the barricades were armed men. Weeks passed with no money in circulation. The grocery stores in many cases set their deliveries on stumps near the stricken homes. Several of the stores closed entirely. Churches and schools were closed and all assemblages forbidden. Funeral after funeral was held in the night.

Doctor Wing worked night and day in his efforts to stamp out the scourge. He had been bitterly attacked when, in the beginning of it, he had called it smallpox. He expressed the fear to his friends that the laxity with which the situation had been met in the first place might actually wipe out the city. He regarded it as a most precarious situation, and day after day he visited the stricken, many of whom were suffering alone and depending altogether on the Doctor's intermittent nursing. He closed their eyelids in death and assisted in the rude preparations for burial. At last the back of the plague was broken, and little by little the community returned to a normal condition. Doctor Wing, however, was a broken man from his ceaseless vigils and his worries, and his friends urged him to go South for a rest. He made his plans, and late one afternoon stepped into Editor Radebaugh's office to bid him good-by, then walked slowly to his office a short distance away to retire. He was not again seen alive. About two days later an investigation revealed his dead body. Death had come to him while he slept, and it was the death of a true martyr.

William P. Bonney had a drugstore on Pacific Avenue, opposite Eighth Street, and in a tiny rear room he fumigated the inhabitants. He cut a hole in a door, through which the patron breathed while the room was filled with the fumes of burning sulphur. For this operation a charge of 25 cents was made, and many persons took advantage of the low price. Mr. Bonney also sold a little tin box filled with carbolic crystals, to be carried about in the pocket as a guard against contagion. Carbolic acid baths were taken by some persons two and three times daily. The old steamer *Alida* was used as a pesthouse.

Small pox was brought to Tacoma by the family of John Thanan, who lived on Pacific Avenue at about Tenth Street. His father-in-law died and his four children were very ill. Thanan was a waiter at the Halstead House, and there was a great commotion among the guests there when it was found that he had the disease. The proprietor sought to allay the fear by inserting in the newspapers an advertisement denouncing those who had started the report of a case of smallpox in the hotel.

In the summer of '82 Mr. Bonney moved his store to what is now 936 Pacific Avenue, and was ridiculed by many of his acquaintances for going so "far back in the woods." Five steps led to the front door of his store. Many of the stores were perched high. Some were on a level with the walks, while others were below. The walks themselves were not level. The pedestrian must have a care where he stepped; night travel was precarious, and not safe without a lantern.

Amid great rejoicing the first cargo of wheat taken from Tacoma was carried by the steamer *Dakota*, November 5, 1881. Getting the wheat here to be shipped required ingenuity and persistence, and I. W. Anderson and the other leaders in the enterprise were busy for days. It foreshadowed greater things for the town when the railroad finally should be completed across the mountains. Captain Gilkey was the master of the *Dakota*, and he joined with the town's promoters in emphasizing the difficulties of the Columbia River bar, and the advantages of Tacoma's safe anchorages. He said that, calculating towage and other expenses, it would cost his ship \$3,500 to go to Portland after wheat, while the whole expense of coming into the Sound was only \$200. Balfour & Guthrie, of Portland, who already had eyes on Tacoma, furnished the cargo for the *Dakota*, the rate being 90 shillings and the destination the United Kingdom. Captain Gilkey was banquetted and feted and given a gold watch by his Tacoma friends.

The year 1883 opened with unusual cold and with a storm of great severity. There was skating on all the lakes January 11, and on the old bed of the Puyallup River. A wind storm swept the steamers *Alida* and *Isabel* from the wharf out to sea, dragging their anchors. They were recovered by the *Otter*. Much

damage was done along the water front, a large boom at the Hanson mill being widely scattered. January 16 another severe storm undid all the repairs that had been begun, and added about twenty-five thousand dollars damage to what had gone before. This was one of the most disastrous winds in the city's history. February 15 the mercury fell to 11°. It put a stop to work on 160 buildings and the excavations for 60 more.

The Baptist Church was organized on that cold February evening by Rev. Mr. Beavan of Victoria, in the Pincus & Paekscher Hall, on the southwest corner of Eleventh Street and Pacific Avenue. March 8, the Y. M. C. A. was formed with the Rev. Mr. Bonnell as president. It took over the furniture of the Tacoma Literary Society, and soon bought lots 19 and 20, block 905. A reading-room was opened, with Isaac Durbarow in charge. The Odd Fellows took the lots adjoining the Y. M. C. A.

In April the coal bunkers were completed at a cost of \$250,000. This structure attracted wide attention, several of the scientific magazines printing descriptions and pictures. The Weekly Ledger became a daily April 8, '83. The Tacoma Gas Light Company was organized by J. W. Sprague, Robert Wingate and Jos. H. Houghton, and the Tacoma National Bank opened May 13. The town was growing southward rapidly enough to warrant the building of a sidewalk on the west side of Pacific Avenue from Eleventh to Thirteenth. The Germans were completing a Methodist Church on D Street, near Thirteenth. Eleventh Street was ordered opened to K Street, but it still was almost impassable. In June the W. C. T. U. was organized. In July ground was broken for the Tacoma Hotel. This site had been occupied by Otis Sprague's residence which was moved to Twelfth and A streets. General Sprague suggested the building of this hotel. He contemplated a neat structure, costing about thirty thousand dollars, but the more ambitious plans of the Land Company managers made the furniture alone cost more than that, and gave to the city a hostelry that quickly gained national renown. C. B. Wright visited Tacoma late in July, and the community honored him with an illumination, much display of bunting and a reception in the Alpha Opera House.

Mr. Wright was present at the completion of St. Luke's

Church, for the building of which he had given \$35,000, as a memorial to his dead wife and daughter Katie. The handsome stone structure was dedicated August 22 by Bishops Paddock and Morris.

Bishop Paddock laid the corner-stone for Annie Wright Seminary, endowed with \$50,000 more of Mr. Wright's money. The principal address was made by Governor Newell. Miss Annie Wright, daughter of C. B. Wright, placed the box in the corner-stone, and Mr. Wright guided the stone into position. An organ for St. Luke's arrived from Philadelphia friends. Rev. Dr. Lovejoy came from Philadelphia to take charge of the Fanny Paddock Hospital.

The building of the Annie Wright Seminary almost cost Bishop Paddock his life. While he was in the East raising money for Washington College, the contractor who was building the seminary failed, and the Bishop was obliged to turn back and raise many more thousands of dollars to complete the work. He broke down under the strain, and never was robust afterward.

John Adams Paddock was born in Norwich, Conn., January 19, 1825, the son of Seth B., also an Episcopal minister—rector of Old Trinity in Norwich. John and his brother Benjamin both studied for the ministry and both achieved high posts in the church. Benjamin became bishop of Massachusetts and John, becoming rector of St. Peter's in Brooklyn in 1856, was made the first missionary bishop of Washington territory in 1880. In 1857 he had married Fannie Chester Fanning, of Hudson, N. Y.

It was a severe wrench to them to sever the friendships of a lifetime to undertake with their five children the long journey across the continent, which then could not be made in less than ten days. Bishop Paddock was five weeks in covering the distance, as he stopped in many places and spoke to many audiences. His westward journey was in fact a sort of triumphal journey. Mrs. Paddock, enthusiastic over the beauties of western scenery, exposed herself too long on the open platform of a Union Pacific train and caught a severe cold, in spite of which she insisted on making the ocean trip from San Francisco to Portland in order that her husband might begin his work in Washington Territory on Easter Sunday (1881), which he did, preaching his first serv-



THE HATCH MILL, PACIFIC AVENUE, AS IT USED TO BE  
The few Chinese shacks in the foreground were burned in 1885



FIRST DRAWBRIDGE ACROSS THE CITY WATERWAY



ice in Vancouver. April 29 Mrs. Paddock died from typhoid-pneumonia at St. Helens Hall, where she and her family were the guests of Bishop Morris, who had established the school some years before. The first time the children entered Washington Territory it was with the body of their mother, which was buried in the little cemetery in Vancouver. The children were Alada Thurston, age twenty-three; Fannie Fanning, fifteen; Robert Lewis, eleven; Ellie Morgan, nine; Florence Hubbard, six. Mrs. Paddock was a woman of much executive ability and broad sympathies, and all through her married life she was a leader in benevolent efforts. She organized, and for years was the president of, the Sheltering Arms Nursery in Brooklyn and was associated with many other similar enterprises, and her first question, after her husband was made bishop, was, "What do they need out there?" She was told that a hospital was the one crying need, and at once she began a campaign among her Brooklyn friends. "I'm going to build a hospital," she said. "Won't you give me a brick?" She brought West with her about five hundred "bricks." When the news of her death reached Brooklyn, friends determined that a hospital should be her monument, and at once they began sending gifts to the Bishop. On the first anniversary of her death the Fannie C. Paddock Memorial Hospital, a frame building on Starr Street, Old Tacoma, was dedicated by Bishop Paddock, and it proved a Godsend to the community. Hundreds of men from mills and logging camps and railroads were cared for, and many a person, far from home and friends, found there kindly care, health and happiness. In after years the new hospital was made possible by the gift of the block on J Street, between Third and Fourth streets, and by donations of \$500 each from Abraham Gross, Nelson Bennett, Allen C. Mason and Isaac Anderson. These were followed by smaller donations. All of the superintendents up to the time of Dr. Charles McCutcheon were clergymen. Doctor McCutcheon's whole-souled Irish geniality and his professional ability made the hospital a particular asset to the community.

Thirteen hundred tons of pipe were on their way 'round the Horn for Tacoma's first gasworks. J. P. Feaster opened the first business college. Contractor Schweirdtman was building the

Hanke livery barn on A Street. It now is a part of the T. R. & P. plant. Donald McKay was planning a \$20,000 residence, to be built just north of the present University Club for E. S. (Skookum) Smith. Edwin Eels was appointed Indian agent, a post he filled with ability for many years.

Coal was coming in from the mines at the rate of from one hundred to one hundred and fifty cars a day, the municipal payroll was about \$3,000 a month. F. Tarbell & Co. were offering lots in the Hayden Addition, just west of the present Union passenger station, for \$100 each, and sidewalks were being extended on the east side of Pacific Avenue from Thirteenth to Sixteenth streets.

The first franchise was granted to the Sunset Telephone Company March 22, '83, to run for 25 years, its poles to be eight inches square at the butt and four inches at the top, painted white.

E. W. Melse canvassed the town in October for subscribers, and it was joyfully announced that, 25 subscribers having been procured, the equipment would be shipped at once from San Francisco. It came in due time. The first instrument was placed in the News office, in the name of H. Patrick, the publisher.

April 4, 1884, the first exchange was opened with twenty-two subscribers. Following are the names:

John S. Baker, Bank of New Tacoma, R. G. Burton, Childberg & Macready, W. H. Fife, Hooker & Ashton, G. Kuhn, H. Patrick, Isaac Pineus, Tacoma National Bank, Williams, Grainger & Co., Tacoma Trading Co., Tacoma Land Co., Tacoma Furniture Co., Radebaugh (Daily Ledger), Lister, Houghton & Co., Wm. Bradley, Hatch & Co., R. F. Radebaugh, P. A. Paulsen, W. P. Bonney, C. W. Harvey.

Of the original twenty-two, eight are still subscribers, having had continuous service. They are John S. Baker, James M. Ashton, Isaac Pineus, Tacoma Trading Co., Tacoma Land Co., R. F. Radebaugh, Wm. Bradley and W. P. Bonney, M. D.

Of these "Old Faithfuls," three are still receiving service on their original telephone numbers—James M. Ashton, Main 10; Tacoma Trading Company, Main 21; and Tacoma Land Company, Main 18.

The office was in a small store-room on Pacific Avenue near

Ninth Street, and was in charge of A. C. Sands, on a commission basis. It soon overreached this arrangement and Mr. Sands was made manager. He remained continuously in the employ of the company until his death in 1911.

In 1885 the office was moved to another building in the same vicinity and a larger switchboard installed. In about one year more this equipment had been increased to three such switchboards, taking care of 150 subscribers. Inside of three years the office again was moved, this time to the second floor of the Mason Block, on South Tenth and A streets, where another new type switchboard was placed. After two years more this board was outgrown and a still different type was installed. This system remained in use until 1896, when another improved switchboard, which enabled the subscribers to signal the operator without the aid of a hand generator, was placed.

Coincident with the installation of this switchboard, a new transmitter was introduced, known as the "Hunning" transmitter and designed for talking over long distances. This still is in general use. Before that the "Blake" transmitter, which was quite satisfactory for local conversations but not suitable for long distance work, was the only transmitter in use. It was a decided improvement in the telephone art—no ringing to signal the operator and long distance conversations could be held as easily as those within the same city. These improvements also simplified the construction of the instruments furnished, and therefore a new telephone set was placed immediately at each subscriber's premises.

The telephone business was now making rapid strides, which necessitated new quarters, and a building was planned. This building, which was the first the company owned in Tacoma, and now known as the Main Exchange, was completed in 1901, but was only one-half the present size. This building was put into service on Sunday, July 28, 1901, with 2,924 subscribers.

There was also completed at the same time the first unit of underground system, which covered a distance of about one and one-half miles. Additions constantly have been made to this initial installation and Tacoma now has a very complete under-

ground system, covering the entire business district and reaching far into the residence sections.

The switchboard again proved inadequate, and in order to install the most modern and improved equipment, known as the No. 1 Multiple Common Battery board, it was necessary to double the size of the building. This addition was completed in 1907 and on March 15th the new board was put into service. This also required a new type telephone for each subscriber, and the changes were made as rapidly as possible.

The rapid development of the city at this period was proving that the capacity of the Main Exchange soon would be reached, and consequently two branch exchanges, one in the north, and the other in the south, end of the city, were planned. The Proctor office was completed and put into service May 25th, 1912, and the Madison office was transferred from temporary quarters into the new building, November 22, 1913.

These two exchanges are equipped with the standard common battery multiple switchboards and both buildings furnished complete with storage-battery plants, dynamos, motors, racks, test-boards and all the other modern accessories, considerable of the equipment being duplicated so that in case of trouble to one part of the apparatus the other may be placed in service.

At present the company owns and operates four buildings to accommodate its business. The commercial offices are in a fire-proof building at 919 Market Street. Albert E. Dean was the first salaried employe of the company in Tacoma. He was at first temporarily employed from time to time as emergencies required and finally placed on a regular salary. He is still employed as a switchboard man and has the remarkable record of never having lost a day's pay. John Schlarb, the popular manager of the company, took that position in 1903. He had gone to Alaska with the company's construction forces in 1898. He served there as clerk, stenographer, lineman and in other capacities and when the lines were complete he was put in charge. His energy, tact and general efficiency gave him rapid promotion, for in five years he was made Tacoma manager. Tacoma now uses more than 14,000 telephones.

In the middle of September the community celebrated another

visit by Henry Villard, much as it disliked him. The Alpha Opera House was decorated with hop vines and an agricultural show was given there for Villard. Under a new territorial law the saloons of Tacoma were closed on Sunday in August, and many hinges never before used, creaked their futile protests.

## CHAPTER XXVI

1883—TACOMA OUTGROWS FIFE WATER WORKS—THE OLD “PRESBYTERIAN SPRING”—BURNS & METZLER BUILD WATER PLANT—FRANCHISE GIVEN TO C. B. WRIGHT—FIRST FLOURING MILL BUILT—MOVEMENT BEGINS TO UNITE OLD AND NEW TACOMA—DRUGGIST ST. JOHN STARTS COSTLY FIRE—HOSE CART BOUGHT, AND IT BRINGS MUCH RIDICULE—FILLING IN “HALF MOON YARDS”—CENTRAL HOTEL BUILT—MASTER MECHANIC FORD’S EXPERIENCE AS A HUNTER—CENTRAL SCHOOL DEDICATED—W. D. TYLER’S COMING—N. P. MAKES SWEEPING REDUCTIONS—COUNTY JAIL COMPLETED—W. C. T. U. ACTIVE—EQUAL SUFFRAGE BILL PASSED—THEODORE HOSMER IS MADE FIRST MAYOR OF NEW TACOMA—OIL STREET LAMPS PUT UP—HOW J. H. JUNETT WON A HOMESTEAD.

In 1883 the growing community demanded a more adequate water supply than that furnished by the old Fife plant, with its tank at Ninth and D streets. It was supplying only a part of the inhabitants. Many persons were depending upon the springs which gushed out in the lot where the Fidelity Building now stands, at Ninth and Pacific, where the City Hall stands, at Seventh and Broadway, and at several other places.

Several Chinese gardens had developed along the west side of Broadway, and extending up St. Helens Avenue. Some of them had their own irrigation systems, employing the rills that trickled from the steep banks back of them. Especially popular was what became known as the “Presbyterian Spring,” where the Fidelity Building stands. It continued to slake town thirst until 1891 when the Fidelity Building was begun. It then was walled in and for some time it was pumped through the offices, and such was its fame that the use of it added to the rental value of the

building. Later, the city authorities expressed a fear that it might be contaminated, and its use then was restricted to the boilers, and the steam that now pours from the stacks of the tall building is the evaporation of the old "Presbyterian Spring."

In 1883 Burns & Metzler burrowed into the hillside beneath the Burns residence at No. 945 D Street, driving the tunnel from the alley and tapping a number of springs. In the rear of lots 19, 20 and 21, block 909, they built a flume  $3\frac{1}{2} \times 7$  feet and 350 feet long to carry the water from the tunnel. This flume diagonally crossed the alley and passed through lot 21, block 908, crossed D Street, then bent a few feet northward and entered the reservoir, 23 x 26 feet, and ten feet deep, which stood on lot 20, block 907, abutting on D Street. The capacity of the reservoir and the flume was 100,000 gallons. From the reservoir a four-inch main was laid across lots down the hill to Pacific Avenue, supplying on the way a Chinese laundry on the back end of a Broadway lot, which was at the time the only institution on the street that wanted water. In front of lot 22 the main joined the Pacific Avenue main which to the north was a two-inch wooden pipe as far as Tenth Street, then a one-inch galvanized iron pipe to its end, a little more than half way to Ninth Street. South of the point of union with the main supply the Pacific Avenue main was a three-inch wooden pipe to a point a short distance below Thirteenth Street, and then a two-inch main ran to Fourteenth Street. In Twelfth Street a  $1\frac{1}{4}$ -inch galvanized pipe carried the water to a one-inch main in A Street which ran less than a block to the north and to the south. Tacoma at this time had a few more than a thousand inhabitants, and a considerable number of these lived in Old Tacoma, which had had a water plant of its own for ten years.

The Burns & Metzler water system was much better than the Fife, but it was not by any means what the community desired and it was of short life. C. B. Wright's favor was beginning to illuminate the future of the city in a greater way than ever. The details of the Burns & Metzler plant are set out here with the aim of showing, by contrast between its puny arteries and the elaborate and costly system of today, how wonderful has been Tacoma's growth in a brief thirty-three years.

Even while Burns & Metzler were building their little plant, the city council was negotiating with Mr. Wright for water and gas, and a water franchise was granted to him while he was here attending the ceremonies incident to the laying of the corner stone of Annie Wright Seminary. He had explained his elaborate plans, the community was much pleased, but both were to suffer vexation and grief in the years to come. June 10, 1884, Wright incorporated a \$300,000 company with General Sprague as president, and J. H. Houghton as secretary, and employed Gen. Isaac Smith to draft the plans. In a little while General Smith had recommended Tule Lake, a small body of water about a mile and a half north of Spanaway Lake, as a suitable source of supply. Soon however it was decided to tap Spanaway Lake, which increased the quantity but not the quality. Tule Lake got its name from the fact that "cattails" grew abundantly in it.

In the fall of '83 John Watson went East to buy the machinery for what in after years was known as the Watson & Olds mill, at the head of the bay. The building still stands there and is used by the Reliance Lumber Company. Watson invested about \$30,000. He had four run of stone and two rollers, and an 80-horsepower engine. The capacity was 100 barrels daily. A well was driven and the roar of its waters could be heard at a distance.

The attempt to join the two towns was carried on, the charter committee finally reaching a vote, the result being 14 to 12 in favor of the union. Elwood Evans, city attorney, was sent to Olympia to ask the legislature to legalize the amalgamation, but he withdrew the bill when opposition arose, the Hanson mill and some other interests in Old Tacoma finding objection to the measure. Later, however, the opposition was appeased. W. B. Blackwell, then a member of the Legislature, or of the Council, as it was called, reintroduced the bill and it passed November 23, 1883. It provided a debt limit of \$2,500. The population of the new town then was about 4,000 and of Old Tacoma about 400. The measure provided that the union of the cities should become a fact in the following January, and at once there began an effort to start off the united communities with an able administration.



VIEW FROM THE TIDEFLATS IN 1883



Walter St. John, druggist, carried a candle into a dark corner of his store on the afternoon of October 19, '83, and opened a can of gasoline. The resultant fire loss was about \$19,000. St. John's store and his household effects on the second floor were destroyed. He was left penniless as he had no insurance. G. H. Merriam's residence, Ouimette's store and Ouimette & Tarbell's real estate office, were burned. Kindly citizens raised a purse of \$700 for St. John and he reopened a store just below the corner of Pacific Avenue and Eleventh, where the People's Store stands. Richard Vaeth early in '84 opened a jewelry store in a corner of St. John's establishment. The day after the fire a meeting was held in the Young Men's Christian Association to organize a fire department. C. A. Richardson was elected president; H. K. Schultz was made foreman, with H. T. McKay and H. Thomas as his assistants. It was proposed to buy a hose cart at once. The insurance rate on Pacific Avenue at this time was 9 per cent the thousand.

Captain Winslow offered to furnish a hose cart, equipped for \$1,400 and his proposal was accepted by the council after much discussion, but he waited several months for his pay. This was due to no fault of his, but rather to the council's disgust with itself. For, after the hose cart had been bought and had been rolled into the street in all its painted glory to be admired by the populace, a test at a hydrant disclosed the humiliating fact that there was barely enough water to trickle dispiritedly from the polished nozzle. The poor councilmen were ridiculed without mercy. The episode had some effect, however, in hastening the coming of better water facilities.

The fall of '83 witnessed the opening of the first kindergarten, by Mrs. Merkel, on D Street; the letting of the contract for the first I. W. Anderson residence at 440 South C Street, now the Young Women's Inn. This house was occupied for many years by Stuart Rice. The arrival in Tacoma of the first refrigerator cars, carrying ten tons of live oysters to be planted near Victoria was another event; also the beginning of the filling in of the bay for the Half Moon yards; the placing of wires between Tacoma and Kalama for the exclusive use of the Western Union Telegraph Company; the erection of a new postoffice building by

Postmaster Sampson, on the north side of Tenth Street; the letting of a contract by the land company to clear 400 acres in "South Tacoma," by which name the section about Twenty-fourth Street then was known. The Central Hotel, still standing on Pacific Avenue, was just being completed by Contractors Nolan & Metzler, its rooms with their \$10,000 furnishings, and the cuisine being so popular that the proprietor, George Kuhn, could not find room for half of those who applied. J. M. Grant was doing a considerable business in shipping fir, cedar, and hemlock seeds to France, Germany and Switzerland, receiving \$5 a pound for hemlock, \$4 for cedar and \$3 for fir. John Huntington took the contract for the brickwork on the Tacoma Hotel—a work that required 700,000 bricks.

Not infrequently a deer, driven out of the woods above the city, dashed through the streets. Master Mechanic Ford brought down ten pheasants at one shot. They were sitting on a fence together, near the Northern Pacific shops at Nineteenth Street. Two days later a black bear sauntered into the railroad yards, but escaped Ford's rifle by flight. Ford and his trusty weapon, however, were to come to grief. One day he and a friend, convinced that a flock of wild geese had settled down behind the shops, crawled on their stomachs through the mud for some distance and shot six of the birds. As the hunters were retrieving them Shoe-dealer A. Simon and Town Marshal Fulmer appeared, Simon protesting because his prized birds had been shot. Ford appeased Simon with the payment of \$1.50 the goose, official sanction to the transaction being given by the marshal.

A school election was held in Old Tacoma in November, '83, at which D. B. Hannah received two votes, Howard Carr three and H. Zelinsky one. Zelinsky was the only man who voted aside from members of the election board.

The lawyers met November 6 to discuss the formation of a bar association, those present being: John Arthur, Hooker & Ashton, George Fuller, Charles N. Senter, Danforth & Bashford, John Paul Judson, Marcus Robbins, Sharp & Banks, Campbell & Powell, C. D. Young, Allen C. Mason, L. M. Glidden, A. Campbell, F. F. Hensell, Meeker & Wickersham, Freemont Campbell, Hon. Elwood Evans.

The Central School Building on blocks 1114 and 1115 for which \$1,400 had been paid, was dedicated November 12, 1883. The structure was modelled after the Euclid Avenue School Building in Cleveland, O. A tower ninety-eight feet high loomed above the G Street entrance. The building was of two stories, attic and basement, and contained twelve rooms. Its cost was \$18,000 and H. O. Ball was the builder. The special levy by which the money for this building was raised was adopted by a vote of 127 to one. The school was one of the town's show places for years. It was torn down when the new central school was built further north.

Rev. Mr. Mann, Rev. Mr. Bonnell, (who then was wasting away with quick consumption and who died the following March in San Mateo, Cal.,) General Sprague, Superintendent Robb, Miss Kane, Captain Burns, who had been a resident of the territory for thirty years, Rev. Mr. Armstrong and Doctor Webster took part in the dedicatory program. The teachers were Miss Visa M. Kane, Mrs. C. J. S. Greer, Miss Sadie Fairfield, Miss Emma Unthank, Mrs. S. J. S. Davis, Miss Nannie Wickersham, Mrs. Carrie Shaw Rice, Miss Lou Cramer, Miss Anna Churchward. The school opened with 425 pupils, and the number ran to more than 500 within a short time. The new school building was surrounded by stumps and brush, sidewalks were few and far between and both children and teachers had to wade the mud in all directions. Mrs. Carrie Shaw Rice has won many admirers with her poetical writings.

The contract was given to F. W. Lewis to construct the Annie Wright Seminary Building. The architects were Boone & Meeker of Seattle. C. B. Wright was furnishing the funds for this ambitious enterprise, and he also had promised to endow a Boys' Institute with \$50,000, if Bishop Paddock would raise \$25,000 with which to erect a building. The bishop was making rapid headway. Col. Isaac W. Smith was making his report ready for Mr. Wright to determine upon a new water system for the town. W. D. Tyler had arrived from Altoona, Pa., having been sent out by Mr. Wright to look over the Tacoma Hotel, nearing completion. Mr. Tyler recommended the addition of a wing on the north for a kitchen and returned east to resign a responsible

position in the dining station service of the Pennsylvania Railroad to accept the management of the Tacoma Hotel.

Not altogether unpleasant was the news that Vice President Oakes of the Northern Pacific had resolved to make sweeping cuts in operating expenses, throwing out of work one half of the 150 men employed in the Tacoma shops. For, while the diminished payroll was severely felt in the city, Oakes' vigorous action was accepted as the dawn of a new era in the railroad business and a radical change from the extravagances of the Villard regime. It was felt that Oakes was friendly to Tacoma, and that his retrenchments all the sooner would bring about that which the community most desired—the completion of the Cascade division which the Villard group had fought and long postponed.

Among the steamers calling here were the George E. Starr, Hayward, Messenger, Zephyr and Welcome. An event in the fall was the death of Lee Fong, the wealthiest Chinaman in the town, and a funeral of almost festive elaboration followed in which hundreds of Chinese participated and as many whites were interesting spectators.

Shipping men were pleased by the laying of the telegraph cable to Tatoosh Island in the spring of '83. The real estate business was not opening with the rush that had been hoped for and one of the newspaper writers embalmed the lethargy in this verse:

“Move grandly on, thou ear of fate,  
 Deep-freighted with a rich estate.  
 Tacoma's dealers need not fear;  
 The land is here—it is all here.”

The county jail, across Market Street from St. Leo's Church was completed this spring, and was considered a perfect fortress. Its walls were composed of 2 x 12 planks laid flat, and well spiked. The old city jail was a ramshackle affair from which prisoners escaped about as regularly as they were incarcerated. An attempt was made to check horse-racing on Pacific Avenue. Grainger & Williams were building a large brick livery barn at Pacific Avenue and Fourteenth Street. This building in after years became a notorious variety theater, and it is still in use.

The active women's organization of the day was the Woman's Christian Temperance Union—the precursor of the woman's club movement. The Legislature had just passed an equal suffrage bill, giving the ballot to women. Wm. B. Blackwell, as a member of the Legislature, had supported it. The Woman's Christian Temperance Union was doing what it could to arouse political interest among the women, the special aim of the organization being to impel them to take up the fight against liquor and gambling. December 3, '83, Mrs. Abigail S. Duniway, the famous Oregon suffragist, who had been camping at Olympia in the interests of the suffrage measure, came to Tacoma to hold a ratification meeting in the Alpha Opera House. A program had been announced, embracing the names of several well-known men. It was expected that the house would be filled with women. Instead the audience was composed mostly of men, and they had come to sneer, not to cheer. The speakers who had been announced did not appear. A. J. Baker was present and responded briefly when called upon. Mayor Abernethy, too, attended but he declined to speak. Mrs. Duniway addressed the crowd for some time, paying particular attention to her family history and her own difficulties—a subject upon which she often dwelt in those days. She concluded by scolding the women for their indifference.

Major W. H. H. Wasson was here to establish for the Government bonded warehouses, the increasing oriental business of the railroad making this necessary, and to investigate the influx of Chinese from British Columbia, forbidden by a law which was, however, ineffective for the reason that it did not contain a sufficient penalty. Some gaiety was afforded by the uniforms with which the railroad was caparisoning its conductors and station agents, giving them the aspect of major-generals at a reception.

The first mass convention under the new city charter was held December 5. General Sprague had been petitioned by a large number of citizens to run for mayor. He replied that he did not desire election, but that he would not refuse. The convention balloting resulted: Sprague, 231; Samuel Wilkeson, Jr., 190; scattering, 2. There was a fight for the city marshalship, and

Marshal Fulmer was defeated by one vote by Officer Cavanaugh who had been a member of the police force of three men for some time. Byron Barlow, for years prominent in political affairs, called the convention to order. Frank Tarbell was made chairman and F. O. Meeker, secretary. There was trouble in the First Ward meeting. The "Peoples' Committee" had hired the hall. The Atkinson-Carr-Fuller party came in strength, assumed control, and nominated for the city council Geo. E. Atkinson, Howard Carr and John Fuller. The other party bolted, found another meeting place and named D. B. Hannah, J. W. Bowers and I. F. Beals. In the Second Ward George B. Kandle, George O. Kelly and C. A. Richardson were named, and in the Third, R. J. Weisbach, J. E. Burns and F. W. Bashford. At the election December 10th, a few more than one thousand votes were cast for Sprague, and two scattering. The Atkinson-Carr-Fuller ticket was elected in the First Ward, which embraced Old Tacoma.

The women cast 191 ballots, and it could not be determined whether Mrs. J. E. Burns, or Mrs. John F. DeVore, wife of the minister, cast the first woman's ballot in the Territory of Washington. Two days before the election a meeting of women had been held at the Young Men's Christian Association. Mrs. David Lister called the meeting to order. Mrs. Barlow was elected to preside and Mrs. Greer was made secretary. The gathering then discussed the details of voting, and made plans to get the women to the polls.

General Sprague was then sixty-six years of age. He had retired from the superintendency of the Northern Pacific Railroad in the preceding January. He was born in Ohio and when the Civil war broke out he joined the Seventh Ohio Volunteers and became a captain. He was captured and lay in Libby prison five months. Exchanged he again took up arms, was made colonel, then brigadier general and afterward was brevetted major general. He came to Tacoma in 1870 as general superintendent of the railroad, and soon attained a position of prominence excelled perhaps by no other man in the territory. He was of Bismarckian appearance, a delightful man, a good speaker, fair and true.

John N. Fuller, elected to the council, had driven a mule team overland in 1869. George O. Kelly had come to Tacoma in 1872; George B. Kandle had come to Oregon in 1851 and to Steilacoom in '52. He had served as auditor and had an excellent record.

Captain Burns had located at Port Townsend in 1853. When the Indian war broke out he had assisted in raising the first company of volunteers, under Colonel Ebey, and his schooner was chartered by the Government as a war vessel. Burns armed his vessel, and carried the first company of soldiers to the mouth of the Snoqualmie River, then dispatched them by canoes to relieve the beleaguered settlers. At the battle of Seattle, Burns' schooner, with the United State gunboat Decatur, saved the city from capture. Burns attended the trial of Chief Seattle, on a charge of treason, and witnessed his acquittal. For four years he served as United States commissioner at Port Townsend, and after coming to Tacoma he had taken a prominent part in public affairs and had built a water system.

F. W. Bashford had served through the Civil war and had been wounded at Antietam.

Weisbach was of German birth. He joined in the popular uprising in Germany in 1849, was driven out of the country by the imperial troops, and was captured and imprisoned for four months in a French fortress. When the Italian patriot Mazzini fled through Germany, Weisbach aided him, and was arrested and imprisoned for the second time. Upon his release he came to the United States and lived twenty years in Kansas where he founded the Town of Frankfort and became its first mayor.

The question of lighting the streets then was important, and as the result of considerable discussion which had continued through several years a contract was let to Fassenfield & Schultz to furnish sixteen cedar posts at \$8.15 each, and upon the posts were placed oil lamps. There were some sixty applicants for the position of lamp lighter, which paid \$70 a month. Public expectation was somewhat dimmed by realization; the lamps were neither ornamental nor brilliant. It was alleged that the town marshal had to douse his lantern in order to find one of the street lamps. In luster they certainly were shaded by the new

omnibuses of the Halstead and Villard houses. Bradley at the Halstead had invested more than eight hundred dollars in a vehicle as glorious as a Cleopatra barge. It was drawn to and from the wharf, through the ocean of mud on Pacific Avenue by a spanking team. The equipage aroused the envy of Mottau, of the Villard House, and he immediately sent East for a 'bus costing \$1,100. On its door was a painting of the Villard House, while its sides gleamed with mountain scenery. Mottau also invested in a large sleigh, ornately painted. This vehicle is still in service when the snow permits. It appeared on the streets last winter.

The Young Men's Christian Association opened a reading room on Pacific Avenue, opposite Twelfth Street, in December, 1883, with Isaac Durboraw in charge, and began in a more active way to forward its work.

The last of 1,600 stumps had been removed from Tacoma Avenue. Rev. Mr. DeVore had just completed a row of cottages in block 1507. D and E streets were being partially graded. The little city was crawling slowly up the hillside.

Late in 1883 a serious epidemic of diphtheria almost closed the schools and greatly alarmed the community. It is not known how many cases there were, nor can it be learned how many died from the scourge.

December 16th, at 11:46, because of a change in time standard, all watches and clocks were set forward eleven minutes. A Portland gambler dropped into one of the faro games and "broke the bank" to the tune of \$500. As an indication of the prices of real estate, the Tacoma Land Company sold to David Lister lots 11 and 12, block 1403, for \$400; lots 13, 14 and 15, block 1509, to W. Wagner for \$600; lots 20, 21 and 22, block 1310, to Donald McDonald, for \$450. George O. Kelly and J. P. Stewart were appointed to view and locate a road between Tacoma and Puyallup, long regarded as a great need.

The recapitulation for '83 showed 1114 real estate transfers with a valuation of \$1,392,000; twenty-eight new additions had been put on the market. The Northern Pacific shops had built 249 cars; the total bank deposits were \$4,129,866.14. The Camberlain, Bauerle & Rice furniture plant had a payroll of \$32,000 a year; Page's shingle mill, \$12,000; Paulson & Anderson planing

mill was employing twenty-five men. All of these plants were at the head of the bay. The Lister, Houghton & Co. plant was employing eighty men; the Talok Manufacturing Company, owned by John Carson and C. M. Johnson, on what is now Center Street—then in the woods, fifty men; Hanson & Co., Old Tacoma, 200 men. The hotel registers showed 20,562 arrivals, Blackwell's leading with 8,824; Halstead, 7,636; Villard, 4,102. There were nineteen doctors and thirty lawyers; eleven dry-goods houses; nineteen grocery stores; fifteen notion, fruit and stationery stores; six hardware; four millinery; one agricultural implements; four drug stores; four bakeries; four furniture stores; four boot and shoe stores; four meat markets; four tailors; four blacksmiths; five jewelers; two livery stables; five barber shops; eighteen saloons; eleven hotels; twelve restaurants; three wholesale liquor houses; six laundries; two printing houses; one undertaker; two fish markets; three paint and oil establishments.

At this time there were about four thousand persons in Tacoma. Ten years had passed since the first settlements had been made on the new townsite. A neat little city had supplanted the heavy woods. Commendable efforts at beautification were noticeable. Cleanliness was being enforced. Schools of exceptional importance had been added. The church life of the little city had received a new impetus.

J. M. Junett was sitting in a barber shop one day, waiting his turn, and reading a newspaper. His eye fell upon an item which said that J. H. Houghton was about to buy a tract of land as a timber claim. Junett knew the land and he at once concluded that if Houghton could buy it as a timber claim he, Junett, could homestead it, and he acted at once. He built a cabin, took his family out, and perhaps there was not a tract in the Northwest that was more carefully guarded. Until the letter of the law had been complied with in every particular some member of his family always was on the land, night and day. It never was left alone for a minute. It became Junett's addition to Tacoma, and he sold the first acre of it to George Dyer for \$800.

## CHAPTER XXVII

TOWN IS GIVEN ANOTHER DAILY PAPER—SALMON CANNERY OPENED—“VILLARD DEPOT” UNDER WAY—GRADING OF TACOMA AVENUE—D. B. HANNAH ASKS FOR STREET CAR FRANCHISE—FIRST THROUGH FREIGHT TO TACOMA—BAILEY WILLIS OPENS TRAIL TO MOUNT TACOMA FROM WILKESON—ST. LEO’S CHURCH OPENED—GREAT BOULDER STOOD BEHIND IT—HEAVY TAXPAYERS OF 1883—VAN OGLE MANSION BUILT—THOMPSON PAYS \$12,000 FOR CORNER—FRANK CLARK’S DEATH.

The Weekly News became a daily September 25, '83, under the editorship of H. C. Patrick, and a very creditable little paper of four pages it was, zealous in its optimistic support of the community and well filled with news. One of the larger advertisements of that issue announced the coming of the noted comedian, George Holland, as Lord Dundreary in “Our American Cousin.” Several new stores were opening. The Tacoma Trading Company was organized August 21, with Byron Barlow, president, E. Sikes, vice president, and Calvin S. Barlow as secretary and treasurer. Calvin Barlow is now the head of the firm, and through the years he has set a meritorious example as a loyal, kindly citizen and sound business man. The banks were: The Bank of New Tacoma, which had been established in 1880, and the officers were A. J. Baker, president, George F. Orchard, vice president, Walter J. Thompson, cashier, just then from Nebraska, and N. B. Coffman, assistant cashier, and its capital was \$100,000; Tacoma National, with Gen. J. W. Sprague, president, W. Fraser, cashier, Robert Wingate, W. B. Blackwell, George E. Atkinson and R. J. Weisbach, directors. Its capital was \$50,000.

Porterhouse steak was selling at 20 cents a pound; sirloin,

18; mutton chops at 12½ and 15; eggs, 45 and 50; potatoes, one-half peck for 15 cents; cabbage, 5 to 40 cents a head; butter, 50; muskmelons, 30 to 50 cents each. In that day it was the custom to buy in quantity. Householders bought "Golden C" sugar by the barrel, cube sugar by the half barrel; flour by the barrel. Ham came in great cases from New York, wrapped thickly in heavy paper, and with a half inch of mold over them. They sold at 25 cents a pound.

A salmon cannery was opened at Old Tacoma in September, '83. It was built by James Williams. He paid the fisherman four cents a fish. The capacity of the plant was 5,200 fish daily. It had a tinshop in which 20,000 cans were made daily. P. D. Forbes, Isaac Anderson and others were building a race track just east of where the Tacoma Cemetery now is and the council was partly grading Yakima Avenue from South Sixth to South Twenty-first Street.

There was one dray in town—Mike Murphy's, and it had the reputation of splashing the liquid streets over every newcomer. The Central Hotel was the southern business boundary. Workmen going to the Northern Pacific shops at Seventeenth Street carried shot guns and killed game birds and an occasional deer on the way. C Street was filled with stumps and was almost uninhabited. E Street was the western boundary of the residence district. Ninth and Eleventh Streets were all but impassable. Where the Olds Block stands were two small cottages occupied by J. H. Houghton and Fred Salm. There were two brick buildings—the Ledger's on C Street and Wright's at Ninth and Pacific.

In September, the foundations were laid for the new passenger station, on the lower side of the tracks just below Seventeenth Street. In derision it was called the "Villard Depot." The land company had set aside the whole block from Ninth to Eleventh streets, between Commerce Street and Broadway for station purposes and there was hope that a great station would be built there. The erection of the little "Villard Depot" was a keen disappointment.

The Olds Building, the first in the town to have iron columns, girders and doorplates, was being erected. The iron work came

from the Lister, Houghton & Co. foundry. Frank S. Alling, for many years a devotee of horticulture, picked a half bushel of peaches from the trees on his Wapato farm, and proclaimed that this climate was most gracious to that fruit—a gospel which E. R. Roberts has been preaching for a quarter of a century. Eleventh Street had been graded and “now presents an easy grade over the first grand city terrace.”

Tacoma Avenue was being graded over many protests, it being averred that the officials were about to ruin it for residence purposes “as they had ruined C Street.” There was an appeal to leave Tacoma Avenue in its natural state as nearly as possible, and a protest against opening it to its full width. The deep cuts left the cottages high on the mud banks, and ruined favorite trails across lots to the business district. There was criticism of those in authority because the plank sewer in Pacific Avenue had collapsed, and it was discovered that it had been built without a bottom.

The erection of a city hall—a subject that was perennial—again was under discussion by the council which then held its sessions in the Mann Block. Fawcett Bros.’ implement store was opened in the Ouimette & Littlejohn Building. Doctor Vercoe and Doctor Orchard occupied the second floor. The municipal receipts for September were \$17,609.03; disbursements, \$17,418.91. The income from liquor licenses for that month was \$750. Much street work was in progress. The real estate transfers for the month numbered 69, and amounted to \$88,749. Money was plentiful and business good. October 4 D. B. Hannah asked for the first street car franchise, and the council appointed Messrs. Anderson and Burns as a committee to discuss with the Old Tacoma Council the details in consolidating the two towns. Old Tacoma then was known as Tacoma City.

The first through freight from St. Paul to Tacoma, coming by way of Kalama reached this city October 1, 1883, consisting of nineteen carloads of freight. Steir & Slaughter leased the Alpha Opera House to put in a roller skating rink, and this amusement place became very popular.

The Tacoma Club had opened handsome rooms and was flourishing. Its officers were: president, George Fuller; vice

president, John Arthur; secretary, A. T. Patrick; treasurer, S. C. Slaughter; board of governors, John H. Hall, H. de Raasloff, B. Stanley Banks and Irving J. Benjamin.

Hoska & Littlejohn opened an undertaking establishment, using A. McMillan's barn, which stood on the south end of the present postoffice site. The McMillans kept a popular boarding house, facing Eleventh Street. Littlejohn was not an undertaker by trade and never liked the business, but he remained in it for several years. In 1886 he organized Oakwood Cemetery and sold a great many lots.

In 1883 Calvin S. Barlow and Levi Shelton made the first accurate assessment for taxation. Before that time there had been a hit-and-miss process by which many escaped. In this year also Wm. N. Spinning and Frank H. Gloyd wrote up the first abstract books of Pierce County.

General Sprague and Doctor Bostwick had the only two graded yards in the town. All the others were rough, stumpy and generally covered with ferns and weeds.

Among the business firms whose announcements appeared in the advertising columns of the papers were: Lodde & Kruse, dry goods; T. B. Wallace, real estate; the Saddlerock Restaurant, owned by Harris & Son; C. E. Case, M. D.; Wolfe Bros'. New York Bakery; John Forbes and A. E. Naubert, clothing; George Fuller, attorney; Smart & Dougherty, meats; B. Johnson, groceries; Mrs. T. A. Wilson, milliner; Volkman & Miller, commission merchants; Davis & Co. and Frank Kimball, jewelers; W. D. Lammond, horseshoer; Clendenin & Miller, dry goods and clothing; Abernethy & Co., real estate; Rowley & Lovell, furniture; A. T. Patrick, stationer; Charles H. Pio, boots and shoes; McKay & Murray, grocers; Howell, Nixon & Steele, real estate; D. G. Frerichs, tailor; Lobe, Eger & Company's Golden Rule Bazaar; The White House Dry Good Store, owned by Seaman & Young; R. H. Wilkinson & Co., stationery, pianos and organs; Stevens & Tiedman, meat dealers on Tacoma Avenue at Ninth. This concern advertised its scenic attractions as well as its steaks.

The steamer Messenger was running three days a week to Seattle and on alternate days to Olympia. Dr. J. A. Williams advertised his dental work, J. Stratman was the town's news

dealer, and J. P. Chilberg, hardware merchant. He sold out in this year to B. McCready, who figured in a large way in the town's affairs for many years.

In the fall of this year, ('83), Bailey Willis, famous geologist, with a force of about seventy-five men, had completed for the Northern Pacific Railroad Company a trail six feet wide from Wilkeson to the snow line on Mount Tacoma. The distance was thirty miles. Bridges were thrown across streams and comfortable camping places arranged for the horde of tourists which confidently was expected to take advantage of the wonderful trip the following year. The railroad company was prospecting for coal and minerals, but it was said to be its intention to build a "grand hotel" on Mount Tacoma—a dream not yet realized though certainly not now far distant.

September 30 the Typographical Union was organized with S. H. Heren president. Those at the meeting were David A. Maulsby, S. H. Condon, W. A. Berry, Frank Baldauf, Marshall Fell, Jr., Oliver Waller, George G. Ashbaugh, Hugh Glenn, M. D. McCaslin, E. L. Gruener, George Anderson, E. M. Beach, T. D. Powell, S. H. Heren and F. W. Beach.

September also witnessed the opening of the second St. Leo's Catholic Church, and Father Hylebos left soon for a visit to Rome saying he expected to tell Pope Leo that he had dedicated his church to the Pope's favorite saint. The first St. Leo's Church, 24 x 40 feet, stood at Division and Tacoma avenues, about where the old T. B. Wallace home now is. The first mass was said in this little church January 1, 1880, and at this time Old Tacoma had a population of 220 and New Tacoma 500. Eighteen worshipers attended the first mass. The building had just been completed when Father Hylebos arrived. He had been at the Cowlitz Mission since 1870, and had made frequent trips to Tacoma and the Puyallup Indian Reservation. He came to the mission directly from the University of Louvain, Belgium. Father Hylebos is not sure of his own name. Whether it is Peter Francis or Francis Peter he is not certain. He was one of twins, and somewhere in the babyhood of the boys their parents became confused, and utterly lost the key by which they identified one babe as Peter Francis and the other as Francis Peter. Father

Hylebos seized upon Peter Francis as his name. His twin brother died years ago.

The second St. Leo's, 46 x 120 feet in ground dimensions, was built at a cost of \$4,600 at South Ninth and D streets where the Public Market now stands, and it gave to the community its first church bell. This bell was used as a fire alarm, as well as for its message of peace. The police had a key to the church. The bell was provided with a special clapper with its own rope, for fire purposes. This church was to meet Catholic needs until the present St. Leo's, 120 feet square, was completed August 31, 1903.

In the rear of the church stood an immense granite boulder. Father Hylebos failed to find a contractor willing to undertake its removal. This stone had figured in small-pox days. It was not far from the pest house, and upon it were placed the orders for supplies. The grocers and others made their deliveries to the boulder. It also figured as a "land-owner." For some reason the Land Company had not desired to sell the lot on which the boulder stood, though many prospective buyers inquired after it. In order to satisfy inquirers the clerks entered on the books the legend: "Sold to Mr. Stone." In 1884 Jacob Cam, of Portland, bought the boulder of Father Hylebos and set men at work to cut it up. They worked for many days. The boulder contained 1,000 feet of good stone, requiring four cars in shipment to Portland. Besides this, 15,000 pounds of dimension rock were procured.

The first St. Leo's Church was bought by John Paul Judson, who began the removal of it to lots he owned on G Street. While on the way it was blown down by a storm.

In 1883 the valuation for taxation purposes in Pierce County was \$2,943,906, an increase of about 50 per cent compared with '82, and a tax of \$53,904.10 was levied. Those who paid more than \$100 in taxes, and the amounts they paid were: O. M. Annis, \$156.76; Isaac W. Anderson, \$161.60; Mrs. S. L. Ackerson, \$153.97; J. C. Ainsworth, \$135.37; H. C. Bostwick, \$142.80; Bostwick & Davis, \$107.70; A. J. Baker, \$118.25; W. Boatman, \$241.17; W. B. Blackwell, \$157.30; A. P. Carr, \$133.08; I. and M. Cogswell, \$319.60; Estate Frank Clark,

\$276.87; Carbon Hill Coal Company, \$1,016.26; John Carson, \$453.40; Samuel Coulter, \$156.58; J. R. Dickinson, \$170; C. P. Ferry, \$246.50; W. H. Fife, \$345.19; H. A. Fife, \$217.72; Gross Bros., \$302.10; J. D. Gillham, \$124.30; Hirschfield & Coleman, \$106; J. H. Houghton, \$115.40; Estate J. Halstead, \$114.75; C. Halmold, \$163.88; Theo. Hosmer, \$239.45; M. F. Hatch & Co., \$187.85; Charles Hanson, \$1,809.14; Peter Irving, \$145.49; George O. Kelly, \$100.62; John Kincaid, \$152.29; Lister, Houghton & Co., \$191.42; Henry Murray, \$268.52; J. C. Mann, \$167.45; John & I. G. Murray, \$118.86; E. C. Meade, \$175.99; E. Meeker, \$259.04; E. Meeker & Co., \$784.10; A. McMillan, \$125.04; Mrs. J. McCarver, \$274.04; S. M. Nolan, \$282.68; R. Nix, \$250.86; Northern Pacific Railroad Company, \$5,593; Osborn & Ziemick, \$143.14; O. R. & N. Co., \$1,255.03; Van Ogle, \$197.30; G. F. Orchard, \$272.48; Pincus & Packscher, \$205.56; Eben Pierce, \$114.79; Puget Mill Company, \$242.93; James Rigney, \$114.67; D. M. Ross, \$139.74; R. F. Radebaugh, \$239.02; S. G. Reed, \$281.94; Otis Sprague, \$121.09; C. H. Spinning, \$130.53; John Saltar, \$154.05; Schafer & Howard, \$127.02; Stewart & Gibbs, \$149.87; J. P. Stewart, \$156.64; South Prairie Coal Company, \$184.62; E. S. (Skookum) Smith, \$451.78; J. W. Sprague, \$742.23; Wm. Thompson, \$102.71; L. F. Thompson, \$276.87; Sam'l Wilkeson, Jr., \$198.25; W. Wagner & Co., 146.88; Robert Wingate, \$370.48; W. H. Whitsell, \$104.88; J. G. Williams, \$119 Tacoma Land Company, \$3,060.

The steamer *Dakota* was succeeded by the *Oregon* in 1883—an important fact to shipping circles. Van Ogle, his bride and her daughters by a preceding marriage, were building the “Van Ogle Mansion” at Sixth and E Streets out of the proceeds of an enormous hop crop for which Ogle had received some \$40,000. Mrs. Ogle entertained on a lavish scale, but the old Indian fighter usually sat by the kitchen stove in his carpet slippers while the festivities proceeded in the wide parlors. He is yet living, at Orting.

The city charter was being revised by Mayor Abernethy, Elwood Evans and General Sprague, preparatory to union with Old Town and several meetings were held, the first one October



ATTORNEY FRANK CLARK AND HIS BRIDE



16 in Old Tacoma, Messrs. Hannah, Job and Howard Carr, Howes, Harris and Kaufman representing Old Tacoma, and Messrs. Abernethy, Anderson, Wingate, Sprague, Ouinette, Burns, Evans and Richardson representing New Tacoma. Old Tacoma was willing, but attempted for a time to exact certain privileges in taxation.

There was some discussion looking toward property qualification for voters, as the community then was beginning to feel the effects of the transient voter, and it has been felt since that time on more than one occasion. Several bond issues not altogether needed, and in some cases disastrous, contrived by politicians, have been voted which would not have been made had the tax-payers been numerically strong enough to prevent. The charter makers did not include a property qualification in their charter draft, and dropped it after some debate. It was decided to establish three wards, with three councilmen from each ward.

Walter J. Thompson, the banker, had just arrived in Tacoma from Nebraska, having returned to complete the details of his removal westward, and had sent N. B. Coffman, now a leader in Chehalis and southwestern Washington affairs, on ahead with instructions to buy the best corner in Tacoma. He selected the southwest corner of Pacific Avenue and Eleventh Street and paid Pincus & Paekscher \$12,000 for it. This firm had paid \$800 for the property about eighteen months before, and had built a two-story frame store there.

Thompson immediately began to give expression to a public spiritedness rarely seen. Student of art and politics, sociologist, much interested in farming, omniverous reader, with a broad sympathy for labor and active in educational work, he threw himself into city building with fervor, and his force was felt, and still is felt, along the lines of community betterment. His banking plans were doomed to disaster, his fortune was to be swallowed in the grim holocaust of '93, and he was to wrestle with adversity almost at its worst. For some ten years, however, he was at the forefront of community endeavor, generously aiding with his purse and his active presence whatever seemed good for the community. He entertained many prominent men, and his home was a gathering place for the intellectuals.

There was no building then between the Pincus corner and the Lister foundry at Seventeenth Street. Pincus & Packscher were doing an enormous business in hops, though Ezra Meeker was at that time the largest operator on the coast. Meeker made and lost a half dozen fortunes. Pincus & Packscher in '83 built the National Theater, the building now occupied by the National Rubber Company, on A Street, investing about fifty thousand dollars. Attorney Frank Clark had his office where the Milwaukee ticket office now is, at Tenth and Pacific avenues, and George Kandle was employed in his office. Clark's residence was at A and Tenth streets, where he owned six lots. Clark's son, Frank King Clark, fell heir to his father's office corner, and a few years ago he sold it to R. E. Anderson for \$125,000. A higher price—\$190,000—was paid to Rudolph Knabel for the lot south of the National Realty Building, and a still greater price—\$4,000 a foot—was paid for the Peoples Store corner by David Scott. Frank Clark, Jr., became a noted singer, attaining more than national fame as a vocal teacher. He died in Europe a few months ago. It was said his death was due, in part at least, to the fear of losing his fortune, much of which he had invested in Austrian bonds, the values of which were affected by the outbreak of the European war.

Frank Clark, Sr., was about five feet eleven inches in height, and weighed about two hundred pounds. He dressed well, and was distinguished in appearance. He had brown hair and blue eyes, a small brown mustache. He was round-faced and smiling, a first-rate speaker, with a voice that carried well. He maintained handsome and exceptionally orderly offices. He had a very prosperous law practice, and was sought far and wide in criminal cases. One of the secrets of his success was his singular ability in creating sentiment in favor of his client. In serious cases he pursued the usual practice of delaying trial as long as possible. Meantime he talked here, there and wherever he could find a good listener, of the good side of his client, of the commendable elements in his case, etc., and by the time the trial was called he often had opinion so strongly in his favor that conviction was very difficult. Clark died suddenly on a train while going to Tenino, January 8, 1883, on business.

## CHAPTER XXVIII

1884—COMING OF GREAT FERRY BOAT AND HOW SHE WAS NAMED  
“TACOMA”—VILLARD’S COLLAPSE A BLOW TO PORTLAND AND  
SEATTLE MEN—AN INCIDENT IN THE AMALGAMATION OF NEW  
AND OLD TACOMAS—FIRST CONGREGATIONAL CHURCH ORGANI-  
ZATION—FIRST ELECTRIC SIGN—JOHN L. SULLIVAN’S VISIT—  
HENRY WARD BEECHER’S SPEECH—ORGANIZATION OF NEW  
CHAMBER OF COMMERCE WHICH AT ONCE ERECTS A BUILD-  
ING—GAS EXCITEMENT IN PUYALLUP VALLEY—CAPTAIN BURNS  
AND HIS BATTLE OF WORMS—ATTEMPT BY BURNS SYNDICATE  
TO SEIZE TIDELANDS AND HOW ANDERSON PREVENTED IT.

It was good news to the town when the Tillie E. Starbuck reached the Columbia River carrying the ferryboat which was to transport Northern Pacific trains between Portland and Kalama, and it was announced that the vessel would be ready in six months. The ferry was shipped in 57,515 pieces, packed in 579 boxes. Her length was to be 320 feet; breadth over guards, 73½ feet; depth 13½ feet; she had two horizontal engines, 36 inches in diameter and with a 9-foot stroke; her wheels were 27 feet in diameter, with 8 feet face; she had three tracks and a capacity of 27 cars, and she was the second largest ferry boat in the United States. The Tillie E. Starbuck was the first iron full-rigged ship, built in America. Besides the ferryboat she brought twenty-two locomotives. The Starbuck was 270 feet in length, with a 42-foot beam.

The ferry was first called the Kalama. Afterward she was named Tacoma, which drew upon C. B. Wright’s head a bitter attack from Seattle papers, he being charged with gross favoritism. It developed, however, that this was not one of the crimes that could be laid at his door. President Harris con-

fessed. He said that the name Kalama not only was ugly, but that it was continually being mispronounced and he had ordered the painters to blot it out and substitute the name Tacoma.

There were much better signs of an enlivenment in railroad work. For on Jan. 4, 1884, Villard retired from the Northern Pacific presidency, and it appeared certain that Charles B. Wright, the largest individual holder of N. P. securities, Tacoma's good godfather, would return to the board. He was offered the presidency but refused, and Thos. F. Oakes was elected. Villard, in his letter of resignation, said he was threatened with nervous prostration. It was reported that his entire fortune was gone and that he was utterly ruined. Portland and Seattle men groaned at this report. It was said that Villard had consumed about \$2,000,000 of Portland money and he had persuaded many, many thousands out of Seattle pockets. Work had stopped some time before on the road from Sumner to Seattle, and Seattle was grief-stricken. Portland was angry and chagrined at the reopened prospect of the construction of the line across the Cascades, after she had paid so dearly for Villard securities in the hope that all traffic might be continued forever down the Columbia River, at outrageous freight rates.

Conditions in Tacoma at this time were not satisfactory. The Villard blight had so crippled the railroad that the new management found it necessary to resort to the most rigid economy, with the result that the Tacoma shops of the company were practically closed. The city council decided on a policy of public improvements in order to give work to the unemployed. The new city charter had become effective January 7, with S. C. Howes, as city clerk, Louis D. Campbell, city attorney, C. O. Bean, city surveyor, and Doctor Vercoe, as health officer. Doctor Vercoe, however, was not long to remain as he soon went to the new town of Kent, which at that time also was known as Titusville and Yesler, where he opened the first drug store.

The council's first step was to order the building of a one-story structure at Ninth Street, between Commerce and Broadway, to be used as a city prison and hook and ladder station. Later it was decided to build a three-story city hall, but this raised

a storm. The town debt was growing rapidly and many improvements were more necessary than a city hall. Several hundred dollars were spent on the adventure, however. The next step was to order the construction of a turnpike roadway on Tacoma Avenue between Twenty-first Street and Old Tacoma. This road long had been a morass in winter and a terrible dust hole in summer, for it was heavily used.

An incident in the change of government by which the two towns were united was the last meeting of the old Tacoma council, January 3, 1884. It generously voted \$12 each to Job Carr and Judge Howes and \$8 each to several others for their services on election day, and then, finding \$250 still left in the treasury with no provision in the new charter for turning the money over to the new government, voted to charter a steamer, go to Seattle, have dinner at the Brunswick and afterward attend the Bijou Theater. Later, however, the outgoing officials concluded that \$250 worth of fire hose would be a more enduring monument to their wisdom, and it accordingly was bought.

Letter postage was reduced in the beginning of 1884 from 3 to 2 cents and there was much speculation as to how much the change would increase or decrease the postal revenues, and how it would affect the Tacoma office.

Mt. Tacoma Lodge, Brotherhood of Locomotive Engineers, was established January 3, 1884, with J. B. Reed, master; Ed. Huggins, Jr., secretary; J. M. Hughes, financier.

The church reports at the opening of the new year showed that the Congregationalists, who had completed a church in 1883, had thirty-seven members. Frederick Billings, of New York, a former president of the Northern Pacific Railway, contributed \$1,000 to it. Their first services in Tacoma were held August 16, 1873. The organizers of the First Congregational Church of New Tacoma were S. S. White, Mrs. Houlida White, W. B. Stillwell, Mrs. Julian Lewis and B. E. Craig. For several years they held services in the First Methodist Church. The Methodists had 110; Presbyterians, 85; and the Baptists, 20. The Baptists at this time were completing a church at Ninth and D streets, at a cost of \$2,847. It was painted green and it was

dedicated March 16, 1884, by Rev. J. C. Baker and Rev. Mr. Beavan, the pastor.

The Tacoma Boating Club was formed January 30, with Newman Kline, chairman, and Fred Loomis, secretary. John S. Baker, now president of the Fidelity Trust Company, was doing a thriving business in his grocery store just south of Ninth Street on the west side of Pacific Avenue. C. B. Weller had opened a hotel away out at Jefferson Avenue and Twenty-first Street, and was prosperous in spite of the prophets. W. G. Rowland and James W. Purdy were opening a wholesale and retail grocery store, and Druggist St. John was exhibiting the first electric sign, but there was as yet no current to make it twinkle. An electric company, of which A. S. Abernethy was secretary and agent, proposed to build an electric plant, and placed before the council a proposal to light the streets, using 150-foot masts, with 3,000-candle power lamps on each. But the council was not yet ready. It had not yet learned to revile the oil lamps which had been lighted for the first time that month.

John L. Sullivan headed an aggregation of bruisers that gave an exhibition in the Alpha Opera House February 5. Herbert A. Slade, "the great Maori giant;" Steve Taylor, ex-champion heavyweight of the United States; Pete McCoy, champion lightweight of America; Mike Gillespie, "Boston's favorite sparrer;" Frank Moran, master of ceremonies; J. Muntzinger and other celebrities—thus the bill ran, and the house would not hold the crowd. A day or so later, when the pugilists were returning from Seattle and other northern places, they fell into a violent quarrel on the boat, which continued in the Blackwell Hotel, though John L. himself was too tipsy to participate.

January 17, 1884, Henry<sup>r</sup> Ward Beecher, lecturing in Brooklyn on a western trip he had just concluded, said:

"If I were young I'd settle in Washington territory. It is going to be the Italy of America."

This declaration was widely printed and had a considerable effect on travel to the northwest. It was an echo of Horace Greely's famous injunction. Among those who sat in Beecher's audience that evening was George W. Plummer who, after the lecture, went forward and asked the preacher, whom he had met

before, for further information. Beecher enthusiastically added much to what he had said from his pulpit, with the result that Mr. Plummer immediately sent his son, Fred, to Tacoma. Fred then was nineteen, and he immediately began a notable career, in the course of which he taught in Washington College, wrote much of interest to scientific men, prepared a guide to Mt. Tacoma, served as engineer on various water and other projects, and finally became chief geographer in the United States Forest Service where he served with distinction, until his sudden and untimely death August 18, 1913. Henry G. Plummer came in 1887 and he now is the engineer in charge of the dredging of Pearl Harbor, Honolulu. George H., now land commissioner for the Northern Pacific Railroad, came in 1889, and the remainder of the family came a few months later. Plummer, Sr., died in 1902, but Mrs. Plummer still is living at the age of seventy-five. Sidney, another son, is a real estate dealer.

A second attempt to put a Board of Trade on its feet caused much criticism. In January a call, more or less secret, was issued. It was signed by Dr. H. C. Bostwick, J. W. Sprague, R. J. Weisbach, E. N. Ouimette, and others, who proposed a "close corporation" with a high membership fee. The aim was to unite the leading business men and raise a fund large enough to work with. The alleged lack of democracy in the plan subjected it to ridicule and hatred, but that did not diminish the fervor of its creators. In a few days they had signed up J. P. Chilberg, S. F. Sahn, S. M. Nolan, F. Tarbell, A. J. Baker, Walter J. Thompson, W. J. Fife, Aug. F. Plate, J. T. Baltzell, W. B. Blackwell, Byron Barlow, Robert Wingate, I. J. Benjamin, Elwood Evans, J. H. Hall, R. F. Radebaugh, W. J. Bonney, John S. Baker, S. M. Nolan, Sam'l Wilkeson, B. Macready, J. M. Buckley, W. H. Fife, J. S. Howell, G. F. Orchard, John Arthur, N. B. Coffman, C. S. Barlow, G. W. Byrd, Isaac Anderson, M. M. Harvey, D. B. Hannah, C. O. Bean, C. Muhlenbruch, H. Mahncke, F. Carmichael, D. D. Clarke, A. B. Graham, W. Fesenford, W. B. Kelly, W. H. Harris, J. H. Houghton, David Lister, J. H. Wilt, Allen C. Mason, L. H. Feiling, L. E. Sampson, Alex. Parker, C. A. Cook, Wm. R. H. Wilkinson, H. C. Davis, M. J. Cogswell, John Holgate, Wm. Bradley, T. B. Wal-

lace, W. J. Gordon, Henry Winsor, Albert Whyte, H. H. Holt, Robert Mottau, W. G. Rowland, I. Pincus, Matt McCoy, F. T. Olds and others. In a short time eighty-three members had been procured. Walter J. Thompson presided at the first meeting. It was decided to call the organization the Tacoma Chamber of Commerce, and the entrance fee was placed at \$100. J. W. Sprague was elected president, and Stuart Rice, secretary, and the Chamber at once began a line of work that carried its fame far and wide, and gave it such a prominence at home that men always were waiting to join it at even higher fees than its constitution demanded.

Immediately steps were taken for the erection of a building on two lots bought on the southeast corner of Pacific Avenue and Twelfth Street for \$8,000, and Architects William Farrell and C. S. Darmer drew the plans, the cost to be about twenty thousand dollars. C. P. Masterson arranged a \$10,000 loan, and, after the membership had increased to 150, building was begun, H. O. Geiger being the contractor. Rigid economy and gifts of materials from some of the members of the chamber enabled it to construct this building for \$16,000. Perhaps no building in Tacoma before or since was erected at so low a figure. The structure still is in use as a business block.

An attempt was made to interest the organization in an oil and gas excitement in the Puyallup Valley. A well had been bored for water on Cutler Salmon's farm, and at a depth of 1,250 feet water at a temperature of 80° was struck, and intermingled with the water was a considerable quantity of gas which was piped to the Salmon house, affording heat and light. The oil and gas excitement had the town by the ears all through the summer of 1885. Elhi long had been under the eye of oil men. Steilacoon was claiming a favorable prospect, and when workmen thought they detected the odor of petroleum in a well they were completing for John Hess at South Eleventh and K streets, Tacoma became more interested. When the drill was ready to begin operations on Von Bibber's farm, up the valley, the Tacoma Oil Company invited the people for miles around to attend the ceremonies. Governor Squire and Mayor Weisbach made speeches. A few days later Ezra Meeker and others organized

The New Standard Oil Company, and Mayor Weisbach headed the Mutual Oil Company. Oil stock was bought freely. Everybody was confident of riches. There seems to be nothing like an oil excitement to separate fools and their money. In a few months the various enterprises were given up. In 1914-15 the Tenino oil excitement took from Tacoma pockets about two hundred thousand dollars, much of which was pocketed by crafty promoters who never had even an idea of investing in lands and drilling machinery.

J. E. Burns again was in a state of rebellion. It will be remembered that he had been elected president of the first board of trade, which never again met. He now was a member of the council and at one of the first meetings he introduced a resolution denouncing Mayor Sprague and accusing him of "willful discourtesy" in not appointing Burns on a certain committee, which brought the retort from Mayor Sprague that Burns was not fit to serve on the committee. Burns, in the squabble that followed, denounced Sprague as the "autocrat of Tacoma," and one member utterly annihilated another by accusing him of having a tape worm.

Burns was one of the fathers of the fight on the Northern Pacific Railroad, and at this time he was complaining early and often because the railroad, which had bought the land, laid out the townsite, and made the city possible—also had bought the waterfront, and he was not mollified when it was announced in the spring of 1884 that the land company and the railroad were contemplating the construction of wharves to cover almost every foot of the distance from the Blackwell Hotel to the head of the bay, while just across the waterway, at the head of the Northern Pacific fill, it was proposed to build eight mammoth slips, 400 feet in length. And the work on the wharves, under the direction of Isaac W. Anderson, soon was under way.

Various interests long had coveted the tideflats, the importance of which had grown with the years. It is believed to have been the dream of Olmstead, when he drew his famous plan for this townsite, to utilize the tideflats eventually as the business district. Many another has had the same vision. From the very beginning the future great value of these submerged lands had appealed,

and the fight for possession of them had been bitter. Isaac Anderson was the head of the land company, and C. B. Wright had given him instructions to get hold of the tideflats at any cost. Wright, like McCarver, who always was talking about "The Boot," and every other man who ever gave the situation deep consideration, realized the great value of the lowlands, and Anderson set his plans to get hold of the property. While he was about this an inimical syndicate was organized to procure it. This syndicate was formed of John E. Burns, Philip Metzler, John P. Judson, S. M. Nolan, John F. Hart and William H. Veazie. The land company claimed the flats nearest the city. J. B. Montgomery had procured title from the Government to the flats further east. In the spring of 1887 J. M. Steele, the real estate man, slipped over to the Montgomery claim early one morning, planted a lot of oysters and immediately filed claim upon the flats as oyster lands. The members of the Burns syndicate tried the same expedient. In the end it turned out to be a case of wasted oysters. Steele was a veteran of the Civil war. He had belonged to the famous Pennsylvania Bucktails, membership in which was granted only to dead shots. Steele came out of the war with the scars of four bullet wounds and one severe saber cut.

The plan of the Burns syndicate was to fence in the whole tideflats. This had been done in Seattle and those who had done the fencing had been given first opportunity to buy the tidelands from the state, the fencing being styled as "improvements." Anderson quickly learned of the formation of the syndicate and one of his agents became a member of it. Having heard definitely of its plans Anderson immediately dispatched emissaries to various points on the sound to hire every pile-driver and to buy every pile in the water. In all, thirteen drivers were rented, each at \$10 a day. Despite this precautionary measure the syndicate's agents succeeded in finding one old pile-driver in Port Townsend that had been overlooked by Anderson's men, and they quickly brought it to Tacoma. That night its watchman strayed up town and the next day, when an attempt was made to operate it, its engine was found to be out of order. By the time repairs had been made Anderson had four piledrivers on

the ground, and when the syndicate's machine moved out to begin business, Anderson's surrounded it. Captain Burns, in charge of the syndicate's operations, asked the Anderson captain what he proposed to do. The reply was:

"We are going to drive a pile on each side, and one behind, of every one that you drive."

Beaten, the syndicate gave up its plan, moved out of the channel and began staking out property on the far side of the flats. The Anderson forces proceeded then to the enclosure of the tideflats adjacent to the waterway, and ran a "fence" far out, embracing the most valuable of the lands. To discourage syndicate meddling the land company placed armed men on the fence and it was thus guarded for some time. Later the land company bought the property from the state, and several years afterward, when the division of the spoils was made between the land company and the railroad company the tidelands, as well as the waterfront property generally, fell into railway hands, along with the charred remains of Villard's famous Tourist Hotel.

## CHAPTER XXIX

1884—TWO FIRES SWEEP PACIFIC AVENUE—FIRST SLEEPING CAR COMES—WEISBACH ELECTED MAYOR—ANTI-CHINESE INFLUENCE FELT IN POLITICS—FIRE LIMITS ESTABLISHED—A COLD AND STORMY WINTER—AN OLD TACOMA SNAKE STORY—FIRST ICE SERVICE ESTABLISHED—WOMEN CALLED FOR GRAND JURY DUTY—FIRST GAS CONNECTION—TACOMA GUARD FORMED—WHYTE'S COSTLY "FIR LODGE"—OLDS BUILDING HAS FIRST ELEVATOR.

A disastrous fire broke out at 3 o'clock Sunday morning, April 13, 1884. Its origin never was certainly known, though opinion concentrated upon the theory that a drinking party composed of a few men and women in its wild merriment upset a lamp. The hose company members were on hand within fifteen minutes, but the apparatus was of no use; the water pressure amounted to nil. The fire quickly swept the block on the west side of Pacific Avenue from Eighth to Ninth streets. Fife saved his store which stood on what is now the Donnelly corner, by the liberal use of wet blankets. A ditch in Ninth Street, filled just then by the flow of water down the hill, was dipped almost dry by the bucket brigade, but without it the damage might have been greater. The loss ran to \$130,000. The principal losers were: A. Parker & Co., furniture dealers; John Macready, hardware; Gross Bros., drygoods; John S. Baker & Co., groceries; Crowell Bros., photographers; Rebard & Williams, real estate dealers; Samuel Simons, cigardealer; Isaac Bros.; Dennis & Hains, barbers; H. O. Ball, contractor; Tacoma Savings Bank; Bostwick & Davis, druggists; A. Simon, shoe dealer; Hooker & Ashton, attorneys. The bank occupied the building at the corner of Ninth, owned by C. B. Wright. This was the first brick building on the



LOOKING NORTH ON PACIFIC AVENUE FROM NINTH STREET  
Showing A. G. Butler's gun store, L. Wolff & Company's bakery, and other early buildings



PACIFIC AVENUE, LOOKING SOUTH FROM NINTH STREET, 1883, SHOWING THE  
FIRST BRICK BUILDING



townsite. Within a few hours Wright had wired from Philadelphia to begin rebuilding, and within a few weeks permanent structures were under way, covering almost the whole of the burned area. Simons, the shoe dealer, fearful of further catastrophe, built four huge bins on wheels when he moved into a new store, his thought being that if overtaken by another fire he could pitch his stock of shoes into the bins and quickly trundle them into the street.

A few days after the fire F. S. Harmon, who had for a short time been a silent partner in the Parker furniture concern, bought Parker out. Harmon first came to Tacoma in 1882. He spent some time in Portland and San Francisco, and returned to Tacoma early in 1884. After buying out Parker he moved the remnants of the furniture store to a sprawling frame building on Commerce Street, near Ninth, and remained there three years, and laid the foundations for the huge, wholesale furniture concern which he now owns.

Those who never had seen a sleeping car had the opportunity on the 16th of April when the Northern Pacific brought the Petrel here. It attracted much attention all along the line.

The election of city officers in January had been held to fill the various positions until the regular election in May, and late in April a mass meeting was held in the Alpha Opera House to nominate. The meeting nominated R. J. Weisbach, giving him 302 votes for mayor; 200 votes were cast for Walter J. Thompson, though he announced beforehand that he could not accept the mayoralty if elected. City Marshal Fulmer was re-nominated. Dennis Nearney, the notorious, received eleven votes. He received the nomination from the Workingmen's Union, which met a day or so later. It also endorsed the nomination of Weisbach. A petition, signed by many prominent citizens then put E. S. (Skookum) Smith in nomination for mayor, and he was endorsed by the Tacoma Temperance Voters' League and the W. C. T. U. These organizations also approved for the council J. H. Houghton, W. P. Bonney, Samuel Wilkeson, F. W. Bashford, F. T. Olds, and James V. Chamberlain, and asked Frank Lunkley to run for marshal. The president of the voters' league was Rev. C. E. Oakley, and the secretary was C. Z. Sanders.

Weisbach was elected, receiving 486 votes; Smith received 447. Fulmer was reelected marshal. Nearney received thirteen votes. Those who had nominated him refused to go to further lengths in his behalf. For this election about twelve hundred had registered, and 973 voted. The temperance element elected Bonney, Houghton, Wilkeson, Bashford, Olds and Chamberlain. The fiery Captain Burns, who was a candidate for reelection, was defeated. Smith was defeated by the anti-Chinese element which had begun to figure forcibly in public affairs. Weisbach openly sympathized with the anti-Chinese element, and later he led the eviction of the orientals.

When the council convened a few days later, Howard Carr and John Fuller offered their resignations, as they declared that suspicious influences were controlling one of the council's appointments. This was a shot at George E. Atkinson. At a later meeting the resignations were accepted, and at an election in the First ward, embracing Old Tacoma, Atkinson and Sam C. Howes were elected to fill the vacancies.

The council, after months of public debating, established fire limits in the spring of 1884, though a petition from the Fourteenth Street neighborhood protested against the inclusion of that section on the ground that the deep gulch at that point made the construction of permanent buildings an impossibility. The demand for basements had not developed and the value of lots below grade in the business section was not yet appreciated. When it became fairly certain that the ordinance would pass a large number of cheap buildings were started and hastened to completion before the new law took effect.

What the old Indians said was the worst stretch of winter they ever had experienced began in 1883, about the middle of December. Snow fell every day or so for seventeen days, accompanied by sleet and cold weather. The heavy crust on the snow tied up vehicle travel, and it seriously impeded the trains. The temperature at The Dalles was 25° below zero. The lowest temperature in Tacoma was 11° above on the 16th. More than two feet of snow covered the town. Several buildings collapsed. Charles Langert pitched through a skylight while cleaning his roof. There was fine sleighing for many days. There was but

one genuine cutter in town, but there were many improvisations. The storm along the Columbia River tied up the railroads, and Tacoma had no mail for about a month. Two hunters were lost in the snow south of town. In the spring the body of one of them was found. The weather observer of that period and for a number of years was Editor Fuller. His reports for '83 show that in December the tide reached twenty feet, the highest in eighteen years.

February 20 brought another storm. A snow of about eighteen inches fell. W. G. Rowland tells how, when he reached the townsite on St. Valentine's day, 1884, among the first men he met was J. S. Howell, father of the present secretary of state, I. H. Howell. Howell, Sr., was in the real estate business and was an earnest portrayer of the salubrities of the climate. He impressed upon Rowland that this was a country to which the snowflake was foreign and storms unknown. Rowland went to bed full of the thought that he had found Eden. He rose to find nearly two feet of snow on the ground and several roofs caved in from the weight of it, among the heaviest losers being the Granger & Williams livery barn. But out of the wreckage the liverymen dragged a few sleighs which were so eagerly taken by the townspeople at the rate of \$1 an hour that the concern's troubles quickly were over. The snow remained for several days.

Rev. Mr. Devore was starting a new Methodist Church on G Street near Twenty-first; the Tacoma Savings Bank was opened by T. A. Wilson and C. B. Wilfley; Pineus Bros. undertook to establish a newspaper called the Sunbeam in Steilacoom, but its shafts soon faded. The Germans formed the German Singing Society with George Kiehlmeyer, president; and Prof. Robert A. Wagner, director, and a German paper, Die Wacht Am Sunde, was established by Arthur Weichbrod with Ernest Hoppe as one of his helpers.

The Sons of Veterans organized with George W. Alexander, captain; Charles Sprague, first lieutenant; W. W. Sprague, second lieutenant; Charles Junett, chaplain; L. M. Dennis, surgeon.

The arrival of the O. R. & N. steamer Olympian, March 6, 1884, was an event of considerable importance to this city and

to shipping circles in the Northwest. The vessel was brought around the horn by Capt. Henry S. Ackley. She was a side-wheeler, costing \$285,000, and her run was between Tacoma and Victoria. Her speed was twenty miles an hour. A sister ship, the Alaskan, was then on the way to the coast.

There had been much conjecture regarding the relative speeds of the Olympian and Yosemite, and all the towns along the sound were awaiting the day for a brush between them. The masters of the boats had worked themselves into a choler, and the Yosemite's skipper finally offered to bet \$5,000 on his boat. The rival captain did not cover the wager, but he put his boat in trim, stowed away some bacon and oil against the day of reckoning and waited. One April day the race was run and the Olympian, though steaming poorly at the time, showed her heels to the Yosemite.

Even to this day one now and then hears a snake story in Old Tacoma—an echo of the abandonment on the beach there of the Ecuadorian bark Maria, in 1884. The vessel came to Tacoma for lumber but was declared unseaworthy. As she lay there, the story goes, she was visited by the small boys of Old Town some of whom returned to their homes one day with the declaration that they had seen aboard the vessel many large snakes. The master of the vessel, Capt. Nicoli Guegleo, explained this by saying that when he left South America he took earth for ballast and he thought it not impossible that the snakes might have been in the earth. The snake story grew apace and finally one of the eastern papers had the old ship fairly loaded to the rail with anacondas. The ship was sold in a short time and broken up. The workmen found no snakes and later it developed that the snake story was nothing but a reporter's dream. It was said that the Maria was the first to fly the American flag in the English Channel. She was built after the fashion of old Dutch vessels with extravagantly painted designs and garish carving. She is said to have been 108 years old when she came to Tacoma. Captain Hill bought and wrecked her, and later E. J. White bought the hull and July 10, 1886, he burned her to the water's edge for the iron that was in her.

The summer of 1884 gave the town its first ice service. Cap-

tain Charles A. Enell, the brick manufacturer and harbor master undertaking to ship ice from Portland to be sold to consumers at 60 cents a hundred, but each consumer had to deposit 70 cents for the use of the box in which the ice came. Many years ago some San Francisco men, mistaking the climate of the Puget Sound country, sent a ship here, expecting it to load with ice for the market of the California city. On another occasion Captain Blinn undertook to bring ice to the sound from Sitka, Alaska. He had depots in Seattle and Olympia. The ice melted so rapidly and the demand was so small that Blinn almost went bankrupt in the enterprise. A few years later Californians began cutting ice in the mountains back of San Francisco, and they shipped it to Puget Sound with some success, besides supplying the California markets.

Blinn was one of the richest men in the state. One year his returns to the Government showed his income to be \$38,000. Like many other rich men before and since, he had aspirations to the United States Senate, and when he saw what he—and perhaps covetous acquaintances—thought, was a favorable opportunity, he threw himself and his purse into the contest, chartering steamboats and orators, halls and heelers, with an abandon that diminished his pecuniary, but failed to forward his political, fortune. It was a period of great prosperity for those whose abilities attracted the attention of Blinn.

One of the summer pleasures was camping at Point Defiance, to which Tacomans went to spend several days or weeks at a time, and they were careful to take arms. An Indian shot a large cougar there in 1884, and bears and bobcats frequently were seen.

Perfection Lodge No. 9, Masonic, was established May 5, 1884, with James Buckley, general manager of the Northern Pacific Railroad; Otis Sprague, Walter J. Thompson, Henry Drum, W. B. Blackwell, and Elwood Evans in the leading offices. All were thirty-second degree Masons.

Considerable satisfaction was expressed when Hill Harmon established a stage line between Tacoma and Steilacoom, making three trips a week, and charging \$2 for the round-trip.

The first Woman's Relief Corps was organized May 15, with

Mrs. Byron Barlow, Mrs. O. L. Parks, Mrs. Z. N. McCoy, Miss E. H. Bostwick, Mrs. W. B. Blackwell, Mrs. W. W. Smith, Mrs. B. R. Everett and Mrs. H. C. Bostwick as the officers.

Women figured more prominently when in a few days Judge Greene convened the district court and several of them were summoned for grand jury duty. These women were Mrs. B. Barlow, Mrs. F. Fuller, Mrs. D. Lister, Mrs. E. Monroe and Mrs. E. I. Ross. At this term of court C. M. Easterday, B. W. Coiner, George Hazzard and Thomas Carroll were admitted to practice. The women, and the eleven men who served with them returned a number of indictments among which was one against a notorious character, Mrs. Mary Coffey, alias Mollie Rosenkranz, whose establishment on the west side of Broadway, between Eleventh and Thirteenth, in a three-story structure still standing, gave the police a great deal of trouble. Her attorneys raised the question whether married women were householders within the meaning of the law pertaining to grand juries. This, of course, was a serious attack on the general question of equal suffrage, as well as a possible loophole of escape for the indicted woman. The judge, in an elaborate opinion, decided that the women grand-jurors were householders, which gave the suffragists new hope that their recently-acquired franchise would stand. The Rosenkranz woman appealed her case. An election was coming on and there was fear that the next legislative assembly would undo what its predecessors had done. The women organized an Equal Rights Association, with Mrs. Frances Barlow as president, Mrs. D. E. Lister, vice president; Mrs. Z. N. McCoy, secretary, and held several meetings, at one of which Mrs. Abigail Duniway again spoke. They talked of putting an independent ticket in the field, but abandoned the idea. They did, however, press so hard that two of their sex were nominated by the other parties the following autumn.

The area covered by the gas service was bounded by A Street and Tacoma Avenue, and South Sixth and Thirteenth streets. The gasometer was 22 feet in height and its capacity 56,540 cubic feet. Gas was burned at General Sprague's residence January 27, 1885—the first gas connection in the town.

About the middle of July the Tacoma Guard was formed

with Albert Whyte as captain, Harry Baehr, first lieutenant, E. J. Steir, second lieutenant, Dr. J. S. Winternute, surgeon, and Aug. N. Plate, Jas. V. Chamberlain, George H. Tarbell, and Richard T. Love, sergeants. Among the privates were James M. Ashton, later a general; B. Stanley Banks, Charles S. Hayward, A. E. Scharff, Will C. Bell, R. G. Burton, George B. Cook, R. H. Wilkinson, A. T. Patrick, S. F. Lawton, W. J. Fife, George W. Fife, C. B. Wilfley, F. S. Harmon, W. P. Pritchard, John Pedergast, W. W. Sprague, John Macready, Fremont Campbell, L. E. Quade, Harry M. Ball, A. R. Watson, Fred Smith, W. F. Daniels, Henry Drum, George L. Dickson, George W. Driver, and John S. Baker, and James H. Junett was the drummer.

Whyte was a Scot and had been trained in the British army. He had come to Tacoma in 1883, having been sent by C. B. Wright, from Philadelphia, where he was a student of law. He had been at work on a plan to bring Scotch colonists to this country, and Wright heard about it, sent for him, and at once closed arrangements for him to come to Tacoma. He brought with him T. D. Powell, who for a while was a printer and studied law in spare moments and who became one of the city's leading men. Whyte had little money of his own, but he brought \$5,000 which had been pooled by Philadelphia friends for investment here. He hunted up Robert Wingate, also a Scot, and they decided that the best investment at the moment was a pair of lots on Pacific Avenue at \$2,500 each. He communicated with his clients but they ridiculed his proposal. They were unable to see how a twenty-five-foot lot in such a wilderness as they pictured Tacoma to be could be worth \$2,500. Wingate suggested that he and Whyte buy the lots, and this was done, Wingate furnishing the money, and Whyte making the deal. When Isaac Anderson was asked to have the deeds made out to Wingate he objected, saying that Wingate already had too much Tacoma property and that some of the good things should be left for others, especially new-comers. But Whyte pressed the matter and the deeds were made. A few days later the lots were sold for an advance of \$1,500, Whyte receiving \$750.

"I took that money to my room as if in a dream," said

Whyte recently. "It was in gold. I locked the door and stacked the gold on the table. I scarcely could believe my own eyes. I had studied for the law and had intended to practice it. But the canny Wingate had shown me an easier way. In a very few years I was paying taxes on \$317,000." A few years later Captain Whyte put \$30,000 into Fir Lodge, the large square house now standing in a bend of the old Steilacoom car line, about seven miles from Tacoma. When he bought the place with its 320 acres, and began living in a little cabin there, he walked to and from town with a rifle across his arm, and frequently shot a grouse or a deer. He gave a right of way to the street car line on consideration that it pass two sides of his property. This accounts for the curve at Fir Lodge.

He joined with Nelson Bennett in forming the West Shore Land Company and in buying a large tract on the shore south of Steilacoom which, it was believed, would be demanded by the Union Pacific Railroad, which was expected to enter Tacoma by that route. Later he bought Bennett's interest. Like many others he was left without an acre, and with scarcely a dollar by the panic of 1893. He now lives in Vancouver where he is prominent in business and social circles.

In a short time John M. Bell became captain of the Guard's Rifle Team, and general trainer at target shooting. Bell had come to town as night operator for the Western Union Telegraph Company, and was attracting attention as a marksman. It was not long until he had organized a band of crack marksmen. Captain Whyte resigned after a while, on account of business affairs, and was succeeded by Aug. Plate. Whyte soon afterward was made assistant adjutant general of the territory, but the duties of that office did not take him away from his business here. Whyte figured largely as an entertainer. He was an elocutionist, lectured now and then before the seminary girls, and appeared on many programs. Another name that appeared many times on the programs of that period was that of Master Harry Opie.

Fire broke out just after midnight, July 25, 1884, in the rear of the American House on the west side of Pacific Avenue, at Seventh Street, quickly spread to the Beehive Saloon and then

to the Elite Photograph Gallery. Men who were assisting in the removal of the Elite's movable property upset a lamp and a second fire thus was started. The flames swept southward to the Grotto House, and flying sparks soon started fires in the buildings on Railroad Street. An exploding lamp started another in Heman's saloon, in the same block. In a short time thirty-two buildings had been burned and Whiskey Row was a thing of the past. The loss was about \$40,000. Cigars and bottled liquors were scattered for blocks around. A. Simon again was burned out and the Tacoma Savings Bank was another second-time loser. Some damage was done to buildings on the east side of Pacific Avenue. The Halstead house had caught fire several times. Fife's two buildings were pulled down to prevent further spread of the fire. But before they were demolished Fife had saved the doors and windows even to the casings.

The Chamber of Commerce was showing great earnestness in its efforts to develop trade with the islands and subsidized the steamer Bob Irving, the nucleus of the present mosquito fleet. The Chamber also raised \$4,000 to encourage the construction of a good wagon road to Puyallup. C. B. Wright, Gross Bros., W. H. Fife, Louis Levin, Peter Irving, F. T. Olds and others were pushing the construction of brick, stone and iron buildings to replace those which had been burned south of Ninth Street. The Olds Building was the first in the town to have an elevator.

## CHAPTER XXX

1884—OPENING OF \$267,000 TACOMA HOTEL—COMPLETION OF ANNIE WRIGHT SEMINARY—FIRES ARE FREQUENT AND NEW WATER WORKS ARE HASTENED—NELSON BENNETT GETS STAMPEDE TUNNEL CONTRACT—CLARKE'S ACCOUNT OF PASS DISCOVERY—BLACKWELL HOTEL CLOSED—RAPID GROWTH OF CHURCHES—30 SALOONS—LAW AND ORDER LEAGUE FORMED—JAMES HAMILTON LEWIS COMES AND GOES—RADEBAUGH-ALLING FEUD—DISCOVERY OF LONGMIRE SPRINGS—TRAINS RUN ON "ORPHAN ROAD"—DOUBLE RUNAWAY MARRIAGE AT SEA AT 2 A. M.—BENNETT LETS CONTRACTS—JOB CARR WINS BRIDE BY CORRESPONDENCE—SUPREME COURT'S FINDINGS IN SUFFRAGE CASE.

The great event of the summer and one that was to have a large influence on the future of the city was the opening of the Tacoma Hotel August 8, 1884. The plans for the handsome structure had been made by McKim, Mead & White, of New York, architects of international reputation. White in after years lost his life at the hands of Harry Thaw. William M. Whidden of New York was the supervising architect, and the contractor was F. W. Lewis. The furniture came from John Wanamaker's at a cost of about \$40,000. The total cost of the hotel was \$267,000. Manager Tyler brought a crew of waiters from New York under James Moran. George Dudleston was the chef and J. W. Smith, steward; Miss M. C. Wright was housekeeper; George R. Wells, day clerk; Tyler even imported the barber—Gottlieb Jaeger. The night clerk was J. R. D. Conger, a Civil war veteran, who, with his bride, had come to Tacoma in 1879. He had been purser on several coast and sound steamers, among them the George E. Starr. He was a draftsman, artist



ONE OF THE FIRST PICTURES OF ANNIE WRIGHT SEMINARY



COLLEGE OF PUGET SOUND



and accountant. He made a number of valuable crayon sketches of Tacoma in the early days. His widow, Elizabeth, now has them. He held several public offices and was the first assistant city controller, under Fred Taylor, and later adjutant at the soldiers' home in Orting.

Most of the residents of Tacoma attended the hotel opening and many came from other cities. Charles B. Wright and party were here from Philadelphia. Tacomans paced the broad verandas and inspected the handsomely furnished parlors and rooms, amazed at the richness and dimensions of the establishment. What need had the hotel for a potato-peeler, operated by steam that would peel a barrel of potatoes in twenty minutes? When would it ever use its oven, large enough for 500 pies and 250 loaves of bread?

Seattle and Portland, too, marveled at the daring of those who had poured their money into this beautiful hostelry, set down in the mud!

Another cause for felicitation was the completion after many complications of Annie Wright Seminary. Bishop Paddock had raised \$35,000 with which to construct the building, and Charles B. Wright had endowed the institution with \$50,000. The faculty consisted of Mrs. Lemuel H. Wells, principal; Rev. Lemuel H. Wells, chaplain; Annie A. Breck, English and Latin; Stella B. Garretson, vocal and instrumental music; Mrs. A. H. W. Raynor, English and mathematics; Miss E. Fullick, drawing and painting; Madame Merkel, French and German; lecturers—Rev. R. D. Nevius, botany, and Rev. Mr. Wells, history. The school opened September 3, 1884, with forty-six pupils, while carpenters, plasterers and painters were still at work.

Another fire, this time at the head of the bay, destroyed the Sprague & Hamilton Warehouse and Timm & Falk's dairy. It was the work of an incendiarist. All through 1884 and 1885 fires were numerous. Many of them, it was alleged, were set. The demand for an adequate water system grew acute. Sprague's forces were pushing the new water works system with all rapidity. A contract for building six miles of the canal from Spanaway lake was let to John Huntington. A large force of men was clearing the site for the Hood Street reservoir. The Cogswells

had the flume contract. Among others who were employed there was George Milton Savage, who, a short time before had arrived in Tacoma, after having driven a team from St. Paul. He was engaged to haul rock for the foundations of the reservoir. A few years ago he was the owner of a company which had the contract for the repair of this reservoir, and the rock was removed. Savage had it carried to Prospect Hill where he used it in the new foundations of a home he had just bought there. Another large crew of men was clearing out Galliher Gulch, and stone was coming from Wilkeson for the heavy foundations upon which were to be set the large Holley engines for supplying the high service. John Budlong had the contract for setting a large waterwheel in the gulch, this to propel the dynamo which soon was to supply the community with electricity. The water for the wheel had a head of 85 feet.

Tacoma was all excitement when Nelson Bennett wired that he had received the contract for building the Northern Pacific line from South Prairie eastward. Visions of the completed trans-continental line no longer were remote.

For years off and on explorations had been conducted by the railroad's surveying parties, seeking an easy pass. As said before Naches pass practically had been decided upon at one time and for many months it was taken for granted that this one would be used. Seattle meantime was fighting hard for the opening of the Green River coal fields, and Villard, in 1881, finally sent a party to renew explorations in that direction, under the guidance of Virgil Bogue. One of the members of the party was Clarence K. Clarke, now manager of the City of Tucson, Arizona, who contributes the following statement to the history of the survey and the naming of Stampede Pass:

"What is now called Stampede Pass was discovered by Mr. Virgil G. Bogue, assistant engineer for the Northern Pacific Railway, in March, 1881. He gave it the name of Pass No. 1. He also discovered and named Pass No. 2 and 3 while on the same exploration trip. He also examined the next pass to the north which was called Cedar River Pass, because the drainage led to Cedar River. Within one-third of a mile of the summit

of Pass No. 1, where the pack trail crossed, was a small lake, known as Stampede Lake.

“It was so named because, while the gang of trail cutters were camped at the lake they rebelled against their foreman and all but one man quit, and left the service. The one man who remained was Johnny Bradley—a Pierce County boy—who fastened to a tree a small piece of board on which he marked with a pencil ‘Stampede Camp.’ Bradley’s name for the camp passed to the lake and later to the pass. It was my privilege to be rodman in the first engineering party to set a stake at the summit of Stampede Pass. A. O. Eckleson was assistant engineer in charge of the party, Thos. L. Nixon, transitman, Charles H. Ballard, levelman, and William H. Carleton, topographer.

“Two years later it was my privilege to be again assigned to work at Pass No. 1, which had been named Stampede Pass. In April, 1883, J. O. Barlow’s locating party was ordered from the vicinity of Ellensburg to the summit to make the final tunnel location, which was accomplished early in May. Barlow’s assistants were S. P. Panton, transitman, “Buge” Knowlton, topographer, and myself, levelman.

“The first to cross the Cascade Mountains and explore the Green River country was Tilton Sheets, a Northern Pacific Company’s assistant engineer. This was late in the fall of 1880.

“In November, 1880, to Captain Kingsbury, an assistant engineer, was assigned the task of taking an engineering party to the Green River summit. He was relieved by Mr. Bogue, who after many difficulties reached the Green River summit from which he made exhaustive preliminary surveys, completing the work early in June, 1881. He then moved the engineering parties to the Sunday Creek drainage in which are located the three passes which he numbered 1 (now Stampede), 2 and 3. From January until May, 1882, our locating party was assigned to the Columbia River above The Dalles, on what is now known as the North Bank Road. I have read some erroneous articles relative to the North Bank Route, its discovery and conquest by explorers who it seems incredible could have missed our marks and stakes.

“I have given you absolutely correct the origin of the name Stampede as applied to the pass.”

While Clarke properly gives to Mr. Bogue, the engineer in charge, the credit of discovering Stampede Pass, Thomas L. Nixon is believed to have been the man who actually found it. The party had been working in the timbered canyons for some time and had about given up when Nixon, who knew the country, asked permission to make a further examination. This the chief engineer thought would not be of value. One Saturday afternoon Clarke and Nixon were ordered to go to the summit and there receive the notes of the party working on the east side. Arriving at the point designated the men were told that there would be no work for them that afternoon and it was then that Nixon proposed to Clarke that they make the investigation of the new country. They started off over the rocks. Returning to camp they informed the engineer that they had discovered a way by which the line could reach the summit without exceeding the maximum limit set on the grade. He was doubtful, and Clarke and Nixon had difficulty in persuading him that they had really discovered a solution of the problem. It was finally decided to run a line through the country explored by the two men and when this work was completed it became the present line of the Northern Pacific over the pass. It was Bogue himself who discovered and named Sunday Creek, in a lonely reconnaissance through the wilderness on a Sunday. It was the discovery of this creek which led to the hope that a suitable pass could be found. It encouraged Col. Isaac W. Smith, who was in supreme command, to push his forces with greater energy into the work and led eventually to the final achievement.

W. P. Bonney was the express carrier between Tacoma and the summit, and he rode ponies over the long, hard trail, having six relays, and sometimes the journey was made with much of the speed and spirit of the old-time pony express riders of the plains.

After ten years of excellent service the Blackwell Hotel on the wharf was closed November 15, 1884. The north room of the new Ouimette Block, on the northwest corner of Pacific Avenue and Eleventh Street was leased as a city hall, and W. J. Meade, the city clerk moved into it. The council had given up its large ideas of a city hall, the city debt having chilled its ambi-

tions. The grading of Eleventh Street from A to I streets was ordered, with the hope that that street might at last become passable. Four years before, in 1880, George Morin had cut a roadway from D Street to Pacific Avenue and had driven the first vehicle on Eleventh Street, perilously rolling and rocking over great roots, stumps and ravines.

In November Stuart Rice was reelected to the school board, and William Christie was given a seat there. He was elected by the anti-Chinese element. James Wickersham was chosen probate judge. The republican ticket generally was elected, and the county cast its vote for Blaine. Fremont Campbell was elected prosecuting attorney, H. R. Cox county superintendent of schools, M. J. Cogswell, F. R. Spinning and Edward Huggins, county commissioners; Benjamin Macready, assessor; John Murray, treasurer; W. B. Kelley, auditor; George Byrd, representative. The heaviest taxpayers at this time were Charles Hanson, E. S. Smith, General Sprague, Samuel Wilkeson, Jr., L. M. Starr, Isaac Pineus, Mrs. Julia McCarver, Jacob C. Mann, A. J. Baker and John C. Ainsworth. H. E. Knatvold was building a shingle mill and bucket and tub factory on the Old Tacoma waterfront, investing there about \$10,000. H. O. Ball was erecting a commodious skating rink on C Street, south of the old court house, and the Tacoma guards arranged to use it as an armory. The guards were collecting from the business men about \$800 for uniforms and soon marched forth in gilded glory. John Macready was wearing his shirt upside down to the merriment of the community, he having wagered with S. C. Slaughter on the election, and lost. A college alumni association was formed with A. S. Abernethy, Jr., as president, and Dr. H. C. McCord, secretary.

The church review at the close of '84 showed that the religious life of the community was growing. It then had the Presbyterian Church, which had started in a tent in Old Tacoma in '73, with Rev. Theodore Crowl preaching occasionally. Rev. T. C. Armstrong had come October 30, 1880, when the unorganized church had seven members. They first used the Methodist Church in the new town, then the "brick hall," in the Wright Building at Ninth and Pacific, which served one church infant after another.

Then the congregation moved to Cogswell's Hall and finally to the Alpha Opera House. When the active Armstrong left in May of '84 the membership numbered 95 and owned, free of debt, the handsome building at Eleventh and C, lots and all, worth \$20,000, and there were 130 in the Sunday school.

The German M. E. Church, Rev. J. S. C. St. Clair, had 16 members as a result of about a year's work. The German Lutheran, organized in '84, had 20 members and Rev. F. N. Wolf was the pastor. The Scandinavian M. E., Rev. C. J. Larson, had not yet acquired a building. The Swedish Evangelical, organized by Rev. P. Carlson in '82, now had 55 members, with Rev. G. A. Anderson leading the flock. Its church building was erected in '83.

The Methodist Church, organized by the indefatigable DeVore, had 120 members and a substantial building and a parsonage costing \$685; Rev. J. A. Ward was the pastor, and the membership was 120. DeVore had built a second church in the southern part of the city and was raising funds to build a third in Old Tacoma.

The Congregationalists, organized in '74, built in '83 a \$3,500 church on St. Helens Avenue where Eighth would be if opened. It is now a carpenter shop. In '84 it had 60 members, with Rev. E. C. Oakley as pastor. The Episcopalians had St. Peter's in Old Tacoma, and the \$35,000 St. Luke's, built by C. B. Wright, and Rev. L. H. Wells was the rector. The Unitarian congregation was small but active, and Rev. G. H. Greer was the minister. St. Leo's, Catholic, had seats for 600. The church and furnishings were worth about \$11,000. Father Hylebos had been to Rome and to his old home in Belgium on a visit and had brought back with him fine carvings for the adornment of his church, and he also had procured a painting of St. Leo, worth \$1,000.

The town had 30 saloons. The notorious Morgan, who was running the Eureka, had been arrested several times for gambling, and was laying the groundwork for a long and intensely bitter battle. Crime was increasing rapidly. More evil resorts were opening. A Law and Order League was formed. Marshal Fulmer was accused of allegiance with the underworld, and

impeachment proceedings were begun. Politics figured in the charge and in the trial. Fulmer was acquitted, to the surprise of the better element, and he was reelected in May, '85. He would not have been had the moral forces been united. Morgan had been attempting for some time to get a license for his saloon, but W. P. Bonney and J. H. Houghton stood in the way for several months. Finally they were outvoted and Morgan opened the "Board of Trade Billiard Hall" where the Eureka had been.

Mr. Bonney at about this time introduced an ordinance providing for the appointment of a chief of police, his aim being to centralize responsibility for the increasing disorder, and he also introduced the first pure food ordinance. Since the beginning of the town it had been the custom of the butchers to skin and quarter carcasses on the sidewalks. An end was put to this. The ordinance was designed to compel cleanliness in the butcher shops and groceries, and to require the dealers to sell only fresh and pure foods. False labels were forbidden and the ordinance also undertook to end the Chinese custom of draining the suds of washhouses into the streets.

Calvin D. Beals, insane from worry over the insanity of his brother, excited the community by firing a revolver at Miss Griggs, manager of the Western Union telegraph office, and murder was probably prevented by the bravery of operator W. B. Spencer. Beals had a large amount of money on his person. Both of the brothers were sent to the hospital at Fort Steilacoom. Shortly after this S. T. Armstrong became manager of the Western Union telegraph office and remained there for many years. He still lives in Tacoma, now aged and blind.

James Hamilton Lewis had come to Tacoma with the announcement that his purpose was to represent Washington Territory in Congress. He occupied modest offices, but his raiment then gave promise of the brilliance which it later attained. He remained but a short time and is said to have removed to Seattle as the result of one of Doctor Winternute's practical jokes.

In that day the "drawing" still flourished, the federal laws not yet having drawn the line sharply. A. Barnes & Co., merchants, announced that "a carefully selected committee," con-

sisting of A. McCulley, Allen C. Mason and W. J. Meade would serve as guardians of a drawing, and on the evening appointed a great crowd gathered. The three luckiest tickets drew an "elegant six-bottle castor," a "silk-embossed album" and a "silk plush toilet set."

An episode that filled the newspapers for several days concerned an alleged assault upon R. F. Radebaugh by Frank Alling. They were neighbors on Wapato Lake. Alling, who had a grudge against Radebaugh, bumped into him on the sidewalk in the presence of several witnesses. Radebaugh sought to have Alling declared a dangerous man and placed under bonds. Many witnesses were called for the purpose of showing Alling to be quarrelsome, and attempts were made to paint him considerably worse than that. It was shown that he had cut another man's bee-tree and S. B. Alvey declared on the stand that he believed Alling had set his house on fire, although Alling attributed the act to Indians. The court finally acquitted Alling. Alling was known as a man who could hate quite as deeply as he could love, and he had plenty of trouble in the early days. In his later years he mellowed a good deal and before he died he had made a reputation as a kind-hearted, generous man.

The first street car franchise was asked for January 6, 1885, by Allen C. Mason, M. B. Butler and N. R. Gruelle. They proposed to build a line on Pacific Avenue, running up Ninth Street, on St. Helens Avenue to Division, then on Tacoma Avenue to Starr Street, thence to Old Tacoma. The fare was to be ten cents. The councilmen thought the town was not yet ready for a street car line, and, though considerable pressure was brought by Mason and his friends his petition for a franchise reposed in a pigeonhole for many months.

James Longmire was seeking the aid of the county in opening a road to the mountain, and soon received it in a small way. In 1883 Longmire had gone to what we now know as Longmire Springs with P. B. Van Trump and others for a second ascent of the mountain. While camping in the valley of the Nisqually the horses strayed away. Longmire searched for some time before he found them in a grassy swale covered with brush which so interested him that he began looking about. He discov-

ered the springs. He called his companions and they spent some time examining the phenomena. Longmire told them that on account of the fine grass he expected to take a homestead there. Many wild pigeons were about the springs. The location pleased Longmire because it was near the trail which he had built in 1861 from Yelm to Bear Prairie over Mashell Mountain. In 1862 while Longmire, James Packwood, Henry Winsor and others were searching for a pass superior to the Naches, through which to bring cattle, they met Soo-too-lick on Skate Creek and asked him his "Boston name." The Indian said he had none. "I'll give you one," said Winsor. "You shall be known as 'Indian Henry,'" and so it was till the day of the red hunter's death. The beautiful park on the southwest side of Mount Tacoma, in which he hunted, bears his "Boston name." In 1884 Longmire completed the trail to the springs, and the Longmire name soon became a mountain fixture. In 1864 Poniu, Shuiskin and other Indians told the Longmires of a silver ledge on the mountain and they went up to find it. They met a party of white men coming in from the east side looking for the same ledge, and a joint ownership was agreed upon, though it long was known as "Longmire's silver mine." Considerable work has been done from time to time on this property. It lies near the foot of the northernmost Cowlitz Chimneys.

Indian Henry severed his tribal relations, embraced the Catholic faith and with his three wives, took a claim in the Ohop Valley near Torger Peterson's place. When the order went out to eliminate a plurality of wives Henry and his three were brought into court and Judge Wickersham instructed him to choose one. "That one," he said, after a moment's hesitation, pointing to Patoomlot. The next child born in Henry's family was named William Waukisee Wickersham, who, having reached manhood's estate, himself was haled into court because of a love affair. He went visiting to the Yakima country and brought back with him a comely Indian girl. A few days later two Indians, well armed and of devilish appearance walked into Eatonville, inquired where Indian Henry lived and demanded liquor. Rant White gave them neither as he suspected that trouble was brewing. It soon developed that they had come after William Waukisee Wicker-

sham's sweetheart. They charged him with abduction and her with a wanton fickleness. Before shooting began all parties were brought to Tacoma to court. Indian Henry and family were placed on one side and the two Yakima Indians on the other. The comely maiden was seated between the rival factions. The judge, after discussing for a moment the sanctity of the marriage tie and the menace of unlawful force told the girl to choose. She took her seat beside William Waukisee Wickersham. The rest was but a matter of ponies and blankets.

There has been a theory that Henry's name, "Soot-a-lick," was merely his way of pronouncing "Catholic," but Henry Sicade says his real Indian name was "Soot-a-lick."

While Longmire was working for the south side of the mountain George W. Driver was endeavoring to interest tourists on the north side. He had assisted in building the trail and later he opened a tourists' hotel in Wilkeson. He did not conduct the hotel, but merely owned the building, a fact which his family did not know until long after his death. The tenants occupied it for years without paying rent, and while the owners, after having discovered their ownership, were trying to collect the back rentals the uninsured building burned and wiped out all that the tenants had. The Driver heirs therefore procured nothing. Driver left coal properties of considerable value as the result of his years of mountain work, and these are now held by his daughter, Helen Driver.

The spring of '85 witnessed a vigorous fight on Marshal Fulmer, who was accused of frequenting saloons and of serious delinquency in his duties. The three officers under him—Cavanaugh, Brotton and King—signed a public statement denouncing him. Isaac Durboraw and others brought impeachment proceedings.

Twenty-seven brick store buildings were under way in the summer of '84, and the burned-over areas were being covered rapidly. The council, hastening through the ordinance giving to C. B. Wright and his associates a water franchise, expected at an early date more ample fire protection, taking the precaution meantime to discuss an ordinance requiring each householder to have on his roof barrels holding at least forty gallons of water.

This picturesque proposal was smothered in a storm of ridicule. The Wright franchise was passed June 4. A few days later the Rosenkranz house burned, endangering Broadway and Pacific avenues, the Svea Hotel, on the southwest corner of Railroad and Eleventh streets being saved only by the greatest efforts. This was followed that summer by the explosion of several night lamps, starting other fires which fortunately were discovered in time to prevent losses. Three fires were set, a dairying concern, warehouse, and the Pacific Hotel, at Seventeenth Street, being the victims of the incendiarists, and a little later the Cliff House, which stood where the Park Hotel is, was fired, with some damage. Burglary followed burglary. Crime was increasing at an alarming rate. Marshal Fulmer was accused of overfriendliness to the vicious element. His conduct became the subject of much more severe censure when it was learned that the saloonmen had contributed to a fund to present him with a handsome gift. Several opium dens were raided, a white woman being found in one of them.

Trains were at last running over "Villard's folly" as far as the end of the line near Seattle, but the status of this road, which also was known as the "Orphan Road," a name applied by President Harris of the Northern Pacific, was by no means established, and in fact the train service soon was abandoned. President Harris recently had been on the Sound, and Seattle had very sharply demanded to know of him what the company proposed to do about the incomplete line between Sumner and Seattle. President Harris directed the eyes of the Seattleites to a large pile of rails near Renton which the Oregon Improvement Company had deposited there with which to complete the line but which just then was carrying them off to Oregon. He said he hoped an agreement might be reached between the Improvement Company and the Northern Pacific. He promised that the line over the Cascades would be built and that Stampede Pass, which Villard had chosen as the best, would be used. President Harris had gone to Seattle carrying the olive branch, hoping to convince that city that the railroad intended to be fair and that it should not be held responsible for the enormous losses which Seattle investors had suffered by following Villard. But, instead of

opening the delectable gates of peace, he only invited a torrent of abuse. Judge Burke denounced him most bitterly to his face, accused the company of deceit if not worse, and he showed at that time an enmity to Tacoma from which he may now be convalescent, but certainly not fully recovered. The attack on the land grant was bitterly renewed. The editors and orators of the two cities quarreled with a carnivorous viciousness probably unequalled in the history of rival city building.

The roar of a nine-pounder initiated July 4, '84, and the day was celebrated with horse races, a baseball game and public exercises. General Sprague was president of the day; Dr. J. A. C. McCoy, marshal; John Forbes, chief of staff; Elwood Evans was the orator; Albert Whyte declaimed and Mrs. B. R. Everett read a poem. A nine composed of Indians defeated a white nine by a score of 37 to 10. General Spot, in his magnificent panoply, commanded the Indian contingent in the parade. The horse racing attracted much attention and a special train of four coaches carried Tacomans to the track, which was east of the present Tacoma cemetery. Pools on the races had been sold at the Elite saloon. A day or so later a petition was presented to the council signed by other saloonmen asking that gambling be suppressed in the Elite!

Almost as interesting to the community as the Fourth of July celebration was the elopement, three days later, of the McCawber girls, ages about fourteen and sixteen, and daughters of a valley farmer. Late in the night Jasper Woolery and Harry Byrd called for them with a carriage. They drove to Steilacoom, reaching there at 2 A. M. Justice Hill Harmon was waiting by appointment. The young couples were rowed out on the bay about two miles from shore and there in the early dawn of a summer morning the double knot was tied. They returned to the Harmon Hotel for a wedding breakfast.

The cast of a costume play given by the Girls' Guild of St. Luke's, presents the names of young women who were active in charitable work and social life: Misses May Hall, Fanny Evans, Charlotte Simpkins, Gertrude Hall, Fanny Paddock, Isabella Holt, Idalia Ouimette, Florence Ouimette, Nora Hall,

Emily Buckley, Ida Lister, Emily Evans, Jennie Forbes, Alice Hall and Ethel Chapin.

The first circus of size that came to the city was Cole's, July 14, and it was with difficulty that it found a spot large enough to stretch its tents, near the head of the bay. Its performance was attended by 4,200.

By the first of September Nelson Bennett had let contracts for work west of the mountains as follows: To Fisk & McDonald, three miles of clearing; S. F. Hole, fourteen miles of clearing and grading; Charles Lee, three miles of grading; Burns & Chapman, two miles of heavy grading; Riggs & Co., furnishing ties; Frankenburger & Miller, and Halstead & Co., furnishing sawed timber. Bennett announced that there would be neither Chinamen nor saloons on the work. Then with the resolute energy which he usually displayed he began driving his forces against the mountains. In a short time more than one thousand men were at work. Rowland & Purdy had the contract to furnish the groceries to this army, and all the Bennett pay-checks were cashed here. Money began to roll into the community as it had not rolled before. Every train and boat brought new people and new money. Real estate began to move rapidly. H. L. Votaw sold the Votaw addition of fifty-seven acres to Baltzell & Rouse for \$23,000; Gross Brothers sold their new brick building on Pacific near Ninth to Capt. J. C. Ainsworth of Portland for \$24,000 cash, then leased it for three years; Samuel Wilkeson bought lots 22 and 23, block 904, for \$12,500 from Colonel Pinkerton; Gross Brothers sold to Walter J. Thompson the northwest corner of Pacific Avenue and Fifteenth Street for \$8,000.

Job Carr, the pioneer of Old Tacoma, had been prospecting for a bride through a correspondence bureau and September 25 he married, in Olympia, Miss Addie Emery, she having come from New York in response to his proposal. Rev. Daniel Bagley officiated. Job was then seventy years of age. He lived three years longer, dying August 10, 1887, at the home of N. J. Hunt, on Pacific Avenue. General Sprague officiated at his funeral, which was conducted by the G. A. R. To the day of his death Job Carr, as well as many others, believed that somewhere on Mount Tacoma there was a great gold deposit. Now and then

an Indian known as Kitsap (not the chief of that name) came to Tacoma with a pouch of nuggets which he exchanged for liquor. Where he procured the gold was a great mystery, and it was said that an Indian who tried to follow Kitsap to his mine never returned. It was the belief that Kitsap's hoard was somewhere on Mount Tacoma and a number of white men, including Job Carr, endeavored to find it. George Dickson tells of having met Carr far up on the north side of the mountain in the early '80s, while Dickson and a party were hunting there. Carr would not tell the purpose of his visit. He was alone and very secretive. Carr often had visited George and William H. Dickson in their "United States Store" and discussed with them the source of the Indian's gold, and had said that he believed he could find it. Job's estate at the time of his death amounted to \$16,673. He had not profited greatly by his pioneering and his years of waiting. For that matter, few of the pioneers amassed riches. W. H. Fife was an exception. At one time he was worth about \$1,900,000. But he lost all in the panic of '93.

For the county election in the autumn of '84 the democrats tried the expedient of nominating a woman, Mrs. E. B. Mann being named for county commissioner. She was not elected.

The democrats were encouraged to nominate her by the successes of Mrs. Clara McCarty Wilt and Mrs. George S. Greer. Mrs. Wilt in 1880 had been nominated when she was absent, and elected county school superintendent on the republican ticket. She took office in 1881 and directed the county's twenty-five school districts with ability. She was the daughter of J. W. and Ruth McCarty, was born in Pierce County in 1858, and she was the only member of the first graduating class of the state university in 1876. Her husband was J. H. Wilt, an early school teacher in Tacoma and afterwards clerk of the United States Court. Mrs. Wilt still lives in Tacoma. Mrs. Greer succeeded Mrs. Wilt, who did not seek reelection. Mrs. Greer now lives in Independence, Ore. She was an enthusiast in education, and before breakfast every morning she catechised her children in history. One of her sons, Medric W., recently ran for mayor of Tacoma.

The first typewriter in the county was brought in 1883 by Mrs. Wilt. She made as much as \$10 a day with the machine. A great many people went to look at the contrivance.

There was much opposition to women in politics. They were dubbed "pantaloonatics." It was believed that the next legislative assembly either would radically amend or repeal the equal suffrage law, and this became even more certain when the Supreme Court upheld the verdict in the Mollie Rosenkranz case. The point involved was whether a married woman was a householder and therefore a competent grand juror. Associate Judges Hoyt and Wingard, of the State Supreme Court, held in the affirmative, thus giving women absolute equality before the law. Associate Justice Turner dissented, and wrote an opinion in which he so minutely dissected the law and its provisions requiring compulsory jury service of women that many persons became opposed to it. One of the stories of the time was to the effect that an important case in another part of the state had been stopped, causing trouble and delay, while a feminine juror nursed her babe, which had been brought half starved and squalling, to the courthouse by the distracted father. And a ditty of the period ran:

"Nice little baby, don't get in a fury  
'Cause mama's gone to sit on the jury."

The outlook for the woman voter was made all the darker when a few weeks later a petit jury composed entirely of women was called in this county. These women were: E. J. Clendenin, Luzenna Waddell, Amanda Spinning, Nettie Coffman, Mary A. Woolery, A. J. Howell, Isabella Parker, Lena McCoy, Ellen Simmons, A. J. Ross, Rosetta Atkinson, Letta Hodgins, Catharine Rogers, Anna Armstrong, Margaret Steward, Josephine Lindsay, Alice E. Blackwell, Stella Meeker, Zerelda McCoy, Nancy Leach, Sarah Onimette, Mildred Spinning, Mary A. Boatman and M. L. Westbrook.

It was the opinion that the county officials had filled the petit jury with women with the expectation of creating a renewed opposition to equal suffrage, and that, indeed, was the effect of it. Many of the women bitterly opposed jury service. The law imposed duties which many busy housewives were unable to assume.

Gen. Marcellus Spot, whose true name was Shad-hod-cum,

was the leader of the catholics and of the democrats on the reservation, while Peter Stanup was the head of the protestants and the republicans, and they used to engage in battles royal. When Grover Cleveland was elected President, it was assumed that Edwin Eells, who had been Indian agent since 1871, would be supplanted by a democrat, and Spot served friendly notice on Eells that his political hour had struck. Spot was sent for by a Tacoma butcher who had ambitions to enter the Indian service and was informed that he wanted the Indians to sign a petition asking for his appointment. He told Spot he would give each Indian who called at his shop and signed the petition, a quarter's worth of meat. Spot spread the tidings and the incoming Indians almost bankrupted the butcher. Much to the surprise of Eells and all his friends and enemies, Eells was renominated by President Cleveland and in due time confirmed by the Senate. This, to a democrat of Spot's standing, was humiliation made doubly severe by the fact that he had informed his followers of his large power in Washington and of the certainty of Eells' fall.

## CHAPTER XXXI

1885—CITY HAS FIRST POLK DIRECTORY—AN APRIL FOOL EPISODE—  
FAILURE OF A NEBULOUS BANK—FIRE HALL BUILT—N. P.  
DECIDES TO DRIVE TUNNEL—WATER PLANT NEARS COMPLETION  
—FIRST “HIGH SCHOOL” GRADUATES—CIRCULATING LIBRARY IS  
STARTED—JOHN S. BAKER STARTS BASEBALL—BOYS’ COLLEGE  
BEGUN—A HEN IN CHURCH—FIRST BRICKYARD IN TACOMA—  
FIRST CARGO OF TEA.

Early in '85 the town had its first Polk directory. It contained 2,763 names. Assessor Macready at about the same time took a careful census of the county, and reported a population of 11,687, of whom 956 were Chinese. The population of Tacoma was 6,936; Puyallup, 389; Steilacoom, 236. There were 532 Chinese in Tacoma, according to this count. But it is not probable that any census ever did search out of the maze-like Chinatowns all of their inhabitants.

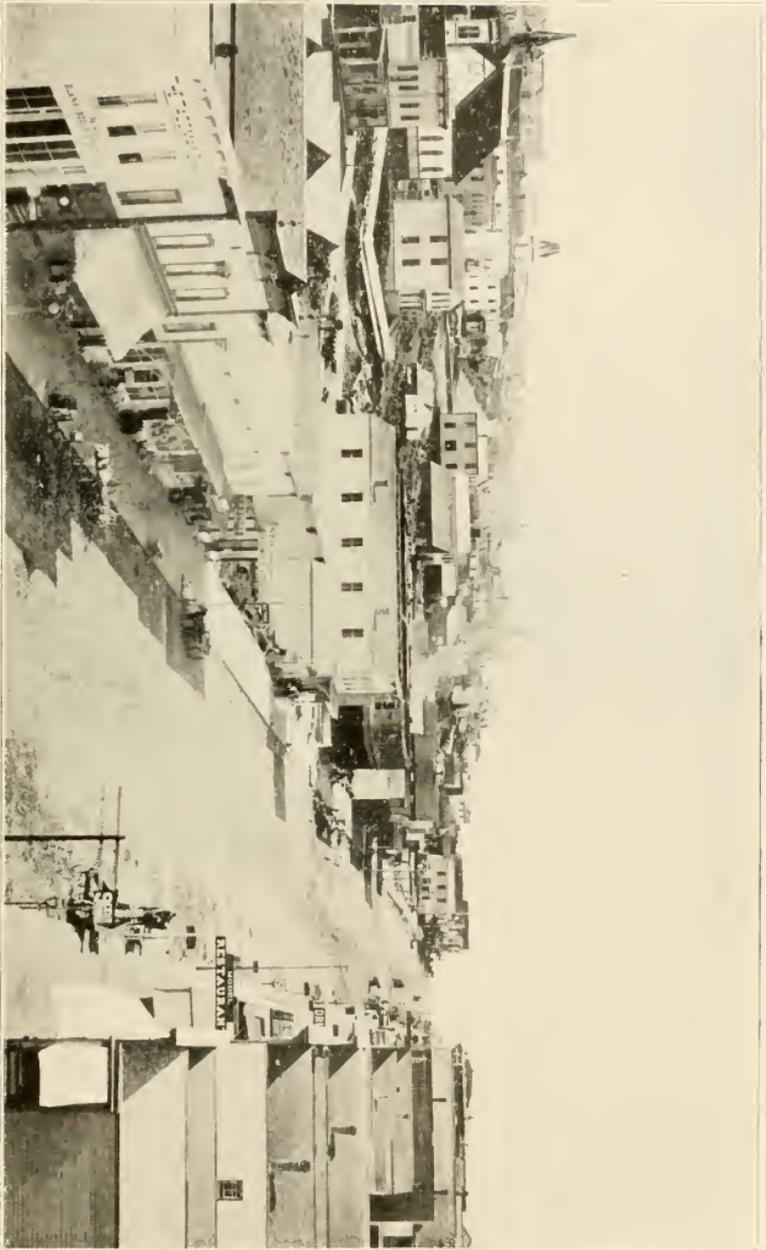
There was considerable suffering in the town and a benevolent association was formed, the call having been issued by W. D. Tyler. General Sprague was made president, the city was separated into districts, and two women were appointed in each district to collect funds. The Swedes formed the Freja Benevolent Association, with Capt. G. F. Linqvist, president; H. Nyman, vice president; Hugh Ohlin, secretary, and J. P. Chilberg, treasurer.

March 31, some person who professed to be speaking for Bishop Paddock, notified nearly every business house in town to deliver some article the next morning to the new home of the bishop. Doctors, ministers, bankers, real estate dealers, liverymen and many others were asked to call. The next forenoon there was a cavalcade of vehicles and pedestrians to the bishop's

house. Wagons carried stoves, sewing machines, organs, shoes, groceries, carpets and furniture. Physicians hastened to the house. Real estate agents hopefully went. The house was surrounded by callers. The good bishop was almost dumb with amazement. All Fools' Day was being observed on a grand scale.

The failure in the spring of '85 of the Tacoma Savings Bank, which Wilson & Wilfley had established, was not a surprise to those who had taken the pains to examine its vitals. The direct cause of the failure was the withdrawal of \$2,300 by Rowland & Purdy, who had heard of the bank's flimsy condition. It was a bogus institution whose principal original asset was a \$5,000 note deposited by Wilfley. Both men were arrested. Wilson, who had tried to quit the institution before it failed, faced his predicament with manliness. Wilfley fled after a few days, and was reported to be living in style in Victoria. A. Wolf, who had gone on his bond for \$1,500, suddenly disposed of his store and departed for the south. Mrs. Wilfley remained. At a meeting of the creditors it was found that the assets were \$4,913 and the liabilities \$12,283. It also was discovered that stock which had been sold by the bank had been accepted a short time afterward as collateral for loans amounting to a half more than the purchase price.

Another one of the numerous ambitious plans of erecting a fire headquarters building—this time on the city lots at Ninth and C streets, fell through, and the two hose companies were placed at the foot of Thirteenth Street. The apparatus then consisted of a hook and ladder truck, two hose carts, 3,200 feet of hose, and a quantity of chains and hooks, which were intended to be used in pulling down frame buildings. The fire building contained an assembly hall and reading room for the firemen. The company members were: No. 1—Captain H. F. McKay; assistant, W. P. Sundberg; O. J. Anderson, C. Burg, George Buchanan, George Gunn, S. D. Garrison, F. Lompardi, H. S. Lancaster, D. McDonald, A. McCulley, L. H. Roberts, Peter Ross, C. T. Uhlman, W. M. Wallace, E. M. Beach. No. 2—Captain, A. U. Mills; assistant, George Powell; E. O. Fulmer, Jos. Fernandez, A. F. Hoska, L. Kline, O. Macy, Charles McAttee, C. E. Marble, C. A. Packscher, S. A. Prindler, Mike Swamp, W. A. Tracy, A. E. Wilson, Frank Wilson.



PACIFIC AVENUE, LOOKING NORTH FROM ABOUT TWELFTH STREET, IN 1884



The small boys on the hill also had their volunteer fire department. They called themselves "The Bumble Bees," and they had some home-made apparatus at Fifteenth and South I streets. Some of the members were Joe Cloyd, Eddie Meath, B. Burnham, C. Burnham, Silas Patterson, W. Patterson, R. Nelson and O. Wasset.

The spring of '85 was unusual. No rain, with the exception of one light shower, fell between the first of March and the middle of April. It recalled to some extent the long, dry summer of '83, when the brush was burned from what was to become a part of the residence district, and for many weeks the smoke hung low over the townsite.

Sea-faring men were pleased when the contract was let for the light at Robinson's Point in the spring of '85. E. N. Fuller, who had been editor of the News since '82, resigned to become secretary of the Chamber of Commerce, where he indulged to his heart's content a predilection for statistics. William Bradley sold the Halstead House and joined John Watson in the flour mill enterprise, and a few days later while digging on the mill site at the head of the bay he unearthed an Indian mortar, made of blue granite, and weighing about five pounds. The city was building a 340-foot bridge across Galliher Gulch on Pacific Avenue, this being made necessary by the sale of the Land Company's First Addition and the building of several homes below the gulch. Michael Shea had given the southern movement an impetus when he erected a business building at Pacific and Puyallup avenues. For some time its second story served the locality as a schoolroom while the first floor housed a saloon. Peritz & Co. opened a large store in the Kandle & Wilkeson Building, just completed at Thirteenth and Pacific Avenue. W. D. Tyler, who was East, wired the good news from Philadelphia that the directors of the Northern Pacific had authorized the letting of a contract for the Cascade tunnel. Custer Post, G. A. R., made a gala day of the visit of Grand Commander John S. Kuntz, April 27, and among those who attended was the widow of General Custer, after whom the Post had been named. She was then traveling in the Northwest. Fred Taylor, then thirty-six years of age, and one of the youngest soldiers in the Civil war, was commander of the Post.

May 2 the Driving Club held its spring races, among the horses being "Walter" and "Selim," owned by Isaac W. Anderson, who was the head of the club; "Girl," owned by J. N. Fuller; "Governor," owned by George Kandle, and "Stranger," owned by Byron Barlow. Races were run frequently and large crowds attended.

The new water company was about ready to begin serving the public and 3,000,000 gallons of water was flowing through the flume from Spanaway Lake and Clover Creek. John E. Burns was endeavoring to persuade the council to grant to him a definite franchise. He said he had invested about \$10,000 in his little plant though his rights were uncertain. It was charged that he had become a member of the council some time before for the very purpose of getting his franchise through, and it is a fact that he introduced his own ordinance. It met with disaster when Sprague and his associates proposed to give to the town a real water system. Burns then resorted to tactics designed to compel the Sprague company to buy him out and he exhibited about the streets a bottle of lizards and worms which, he said, he had taken from the Spanaway Lake flume. His company at that time had a revenue of about \$300 a month and was serving 392 persons. Burns had made an effort to be reelected to the council in May of '85 but had been defeated by E. G. Bacon. He made several rancorous speeches against the Chinese but nevertheless employed them.

Water was brought in April 2. A temporary supply had been procured in Galliher gulch, and the old pumping plant there, hid away behind the brewery and the overhanging trees of the gulch's steep sides, did valiant service until the Green River gravity system was completed. It was kept in reserve against emergencies until last spring. The first water service was made Jan. 20, 1885, to the Puget Sound Transfer Company, at Thirteenth Street and Pacific Avenue.

It was not until August '85 that the water company's high service was ready. The setting of the Holly pump and Lafelle turbine was a heavy task. The wheel, running at full speed revolved 900 times a minute, but its ordinary speed was 300. The pump lifted 62,500 gallons an hour. The pressure in the mains



WHEN CLOVER CREEK WATER WAS BROUGHT IN  
The Hood Street Reservoir



WHEN THE PUYALLUP RIVER FLOWED CLOSE TO THE BLUFF



was very satisfactory—at times too great. Henry Sutter and Samuel Brown were the operators of the pump. The reservoirs held 2,000,000 gallons.

Public finances were not in good order. The city was still owing a \$4,000 debt incurred before the amalgamation of the two towns. The school fund was depleted owing to delinquent taxes and Central School had to be closed a month earlier than expected. At the closing exercises Arthur G. Prichard recited "Sheridan's Ride," and Walter Harvey, "The Foundry Fires." The first "high school" graduates were Fay Fuller, Angie Rice, Julia Smith, May Wilson, Aletha Morse, Ed Barlow, E. S. Greer, R. H. McLafferty and J. S. Murray.

Hon. John Sherman, Gen. Nelson Miles, Charles Francis Adams and other notables were the guests of the city June 6, and were given a banquet at the Tacoma Hotel. At the banquet Adams told a story on Seattle. He said that he was being shown over the city by the mayor whom he asked: "What is the death rate here?" "I don't know," replied the mayor, "But it's bigger than Tacoma's."

The first state association here was formed by Iowans June 13. B. W. Coiner called the meeting to order. Rev. J. A. Ward was made president; Rev. W. S. Taylor, vice president; H. L. Votaw, secretary; and Myron Ward, treasurer. J. M. Grant was making an effort to get a road opened to "Grant's Gardens," as a nursery of considerable size at S. Twelfth and Prospect was called. This nursery was handsomely kept and in spite of a wretched trail, was visited by many of the townspeople on Sundays. Grant had just dug a well 115 feet in depth. From its bottom there came a very strong current of air, but no water.

John S. Baker was beginning to figure as a baseball magnate, though his team in the summer of '85 was defeated in most of its contests. A baseball park was being cleared in the Votaw addition, and it was proposed to build a tight fence around it. This was the first attempt at making the game pay its way in Tacoma.

The cornerstone of the Boys' College was laid July 1, 1885. This institution was financed by Bishop Paddock and Charles B. Wright, Wright agreeing to endow it with \$50,000 as soon as the building was complete. Bishop Paddock raised \$12,500 in

Tacoma and \$12,500 outside. The structure was built on the square now occupied by the Central School, and in after years was bought by the city school board and used as a high school, its final service being that of a parental school. Its north and south wing were the same size—32 by 55 feet; these were connected by a center building 32 by 36; the west wing was 30 by 30. The building was of three stories and a basement, and was designed as a boarding school with kitchens, dining rooms, parlors, offices, class rooms, etc. Samuel Wilkeson, Jr., Stuart Rice, and Rev. L. A. Wells were named as the building committee, and J. R. Lomer was the contractor. The Masons laid the cornerstone, Hon. Elwood Evans and Walter J. Thompson filling the important posts on this occasion. Addresses were made by Rev. Mr. Parker, of Chehalis, Rev. J. A. Ward and Governor Squire.

The summer of '84 had witnessed the passing of one of the few landmarks of '74. Fire had wiped out most of them but the "Collar and Elbow" Hotel remained. It stood just north of where the Provident Building now stands and its correct name was the Washington Hotel. The property was owned by F. H. Harkins, of Seattle, who razed the building and constructed a one-story brick.

The water company, finding its revenues not as large as it had hoped for, gave notice that rates would be increased to the old Burns rate, which had been based on the Portland rate. The water company, when it began, cut the Burns rate in half. The increase caused much criticism. The Tacoma Hotel, in order to be doubly safe from fire, prepared a 40,000-gallon cistern beneath the east veranda.

On the day of General Grant's funeral, August 8, 1885, the town was in mourning and there was a parade through the business streets and to a pavillion at A and Ninth streets where an oration was delivered by Judge Theodore C. Sears.

On the 13th, the first Methodist conference was held in Tacoma, Bishop John M. Walden presiding. It was the second conference held in the territory. The bishop was trying to raise money for the church and W. H. Fife said he would be the tenth man to subscribe \$50 to the fund. Bishop Walden remarked that



WASHINGTON COLLEGE

It was sold to the city in 1898 for \$23,750. For years it was used as a high school, then as a parental school, and was torn down when the new Central School building was erected



THE OLD CENTRAL SCHOOL

Built in 1883. Recently demolished



if he owned a lot in flourishing young Tacoma he would be only too glad to help his city by subscribing to the fund.

"Did you say that if you owned a lot you would give \$50?" asked Fife.

"Yes, sir," replied the bishop.

"Well, you come to my office at 9 in the morning and you shall have the lot," retorted Fife.

"Put me down for \$50," the bishop smilingly instructed the clerk.

Fife deeded a \$300 lot to him the next day.

The Congregationalists, too, were making headway. April 11, 1885, E. E. Oakley, Dr. and Mrs. Kennedy, William Kennedy, Mrs. C. McFarlane, Mrs. Goodwin and others had organized a Mission Sunday School of the Congregational Church in the house of Mr. Murray, on East E Street, and it was announced that four lots had been procured at East E and Twenty-eighth streets for church uses. There were but 18 houses in all this district, no street cars and few sidewalks. July 19, three months after the Sunday School was formed, "The East Congregational Church of Tacoma" was organized, Rev. S. H. Cheadle was called to the pulpit and a building costing \$1,075 built. On the second anniversary of the Sunday School, while a children's program was being given, a hen from one of the numerous nearby chicken yards wandered into the church and flew up on the organ. When the ushers undertook to remove her, her flopping wings upset several flower vases and the water poured into the instrument, disabling it. Rev. Thomas Sims succeeded Mr. Cheadle in 1889, but soon resigned to take the pulpit of the Atkinson Memorial Church, at N. Twelfth and J streets, where St. Patrick's Catholic Church now stands. This church was made possible by gifts of Rev. Dr. G. H. Atkinson, and one of the handsomest little church buildings Tacoma ever had was built there on designs prepared by Charles Talbott. The church was short-lived, however, and the real estate, which had been dedicated to Protestant uses, afterward was bought by the Roman Catholics who built a handsome edifice of stone. The East Congregational Church erected a new building in 1890. With the coming of Rev. Dr. A. D. Shaw, an active and able man, this church became a new force in the community and its influence is now city wide.

Snyder, Stevens & Co. were building a sawmill at the head of the bay. This firm was none other than John B. Stevens and John Snyder, then struggling for a foothold in the new town, both in overalls, working almost night and day to clear the site of timber and brush. Stevens has prospered in later years in a feed business extending over a wide territory. Snyder is the head of the Tacoma Fir Door Company, with 125 employes. This concern was established in 1905. Snyder was the fir-door pioneer. Cedar had been used exclusively. Snyder discovered that by proper kiln-drying the fir would not warp. He had difficulty in persuading Eastern buyers, but his smile and his persistence won. Germania Hall, built by John Kley, was completed on C Street. C. A. Darmer, the architect, was president of the Germania Society. He came to Tacoma in an early day and has been active in many directions for the city's welfare. This hall was a popular place for many years. In the course of the panic of the '90s it became enmeshed and its friends called upon Joshua Peirce for a \$10,000 loan. He did not fancy the building alone as security, but said he would lend if ten substantial Germans signed the note. This was done. Later on, as the pressure increased, Peirce asked for additional security, and ten more good German names were added to the note. Of the twenty men just one, Anton Huth, was able to pay when the note fell due.

A factional fight in the Baptist Church required the presence of Marshal Fulmer. He took possession of the key of the building after quieting the members who, at a meeting in the church fell into a violent quarrel in which Pastor B. S. MacLafferty was denounced as a despot and his followers as lickspittles. The quarrel grew until the local peacemakers gave up hope of ending it, and accordingly a council was called. Ministers from other places, including several from Oregon, came together in Tacoma, meeting in the basement of the Congregational Church. MacLafferty, who was accused of having arrogantly called to order two deacons while they were properly on their feet trying to address a Baptist assemblage, refused to attend the peace meeting. It was charged that he had caused the lights to be turned down while Mrs. McCracken was reading a petition signed by fourteen members of the church, and that he stamped his foot in anger while



THE RT. REV. JOHN ADAMS  
PADDOCK, D. D.



attempting to suppress some of the speakers. The conference of pacifiers determined the case by inviting Mr. MacLafferty to seek other pastures, asserting that it was impossible for him to reunite his flock.

Soon after this trouble Rev. Mr. MacLafferty fell into an excavation that had been left unguarded in C Street, just below Ninth, and was terribly injured. He brought suit against the city, alleging that the walk at the danger point was not sufficiently guarded. The opposition that arose amounted almost to persecution. The minister was charged with simulating pain. Brought into court on a cot, it was declared that he could walk if he would. There entered into the case some of the animosities that had germinated in the church squabble. But the chief reason for public resentment might have been found in a quite general opinion that no citizen should attempt to mulct the city treasury; that was an attack on the taxpayers. The jury found for the city. Changed opinion has been so marked that a case of that kind now is regarded as a just exercise of one's rights, and the public instead of resenting, rather shows an affirmative interest in a proceeding in damages that may take money from the city treasury. After losing his case MacLafferty still lay on his back and he never recovered from his hurts. Later on public feeling became mollified and he was appointed city librarian.

Charles Enell, the brick maker, built a dancing pavilion and skating floor, and the steamer Del Monte carried townspeople to "Enell's Grove" for 50 cents. "Enell's Grove" was where the Smelter now stands. Enell had a brickyard there. On summer Sundays there were roller-skating exhibitions, fancy dancing and other entertainment features. Enell was not the first brick maker on the townsite, Capt. John E. Burns and Philip Metzler having burned a kiln some time before on lots 9 and 10, block 1203. These brick were used by John Carson in the construction of a building in block 1303. The brick were not first class. Some attributed their frailty to the clay while others criticized the burning.

The first cargo of tea to Tacoma came August 8, 1885, on the bark Isabel, Capt. James Howe. It consisted of 22,475 cases.

Tacoma banners adorned the cars that carried it East and the press of the country was pretty well full of the matter. Other tea ships came apace. Trade with the Orient was becoming a gratifying reality.

## CHAPTER XXXII

1885—THE CHINESE MENACE—COMING OF FIRST CHINESE—ABOUT 700 IN TACOMA—ATTEMPTS TO CHRISTIANIZE THEM—THEIR INDIFFERENCE TO SUFFERING—A PICTURE OF THE CHINESE QUARTER—FIRST ANTI-CHINESE MEETING—QUESTION QUICKLY ENTERS POLITICS—NEARNEY, A FIRE BRAND—ORGANIZATION OF “NEW ERA BROTHERHOOD”—MAYOR CALLS MASS MEETING—HYGIENIC MEASURES TRIED—KNIGHTS OF LABOR ORGANIZED—A CAPTAIN’S BOLD CONSPIRACY—STATE-WIDE ANTI-CHINESE CONGRESS CALLED—JOHN ARTHUR’S ACIDULOUS ATTACKS ON “THE INTERESTS”—JACK COMERFORD’S COUP—A MINISTER UNDER ARMS—ANDERSON OFFERS HIGH REWARDS—GOVERNOR SQUIRE TAKES A HAND—“COMMITTEE OF NINE” AND “COMMITTEE OF FIFTEEN”—CHINESE DRIVEN OUT—THEIR BUILDINGS BURN—REV. P. F. HYLEBOS’ PART—TWENTY-SEVEN INDICTED AND ARRESTED—U. S. TROOPS SENT TO TACOMA—GOVERNMENT INDEMNIFIES CHINESE—QUESTION LONG IN POLITICS.

The first question discussed at the first meeting of the first literary society in Tacoma was the Chinese menace. This was January 25, 1878. The question was: “Resolved, That Chinese immigration has been an injury to the United States.” W. J. Fife, W. H. Leeds, and Francis H. Cook upheld the affirmative and Mr. Young, W. E. Dingee and J. S. Howell, the negative. The affirmative won. It always did. A few days before that a Chinaman had been stoned by boys as he walked through the streets. From the first day of his coming “John” had been regarded as a fair target for youth’s raillery and sometimes its dornicks, and the elders, wherever they gathered, debated the “yellow peril.” It was the question uppermost and had been almost from the echo of the first Chinese footfall in the town in

'73. The first Chinese laundryman here was Lung Fat, a man of rather unusual acumen, and his coming was by no means unwelcome to that part of the population which had had difficulty in finding laundresses. The low charges made by the Chinese laundrymen always were attractive to housewives, the price being 75 cents "for as much as you could cram in the bag."

The first Chinaman reached the Pacific Coast in 1847. He was Chum Wing, an intelligent and industrious merchant, and he went into the hills of California in search of gold, which he found, and the intelligence, at once carried back to China, precipitated the yellow flood. Railroad building increased it. It has been said that the transcontinental railroads never could have been built without coolie labor. All of the roads, with the exception of the Chicago, Milwaukee & St. Paul had to employ Chinese. When the Northern Pacific road was built into Tacoma the Chinese came with it. They increased in numbers as the village grew. In the early '80s white labor began to be heard in earnest. California had set a riotous pace. In Tacoma idle men who wanted work reviled and hated the yellow competitor who had employment when he wanted it, because he labored for a less wage and was more servile.

Yet, even among the whites who wanted work, there was developing an inclination to regard as menial anything that a Chinaman could do. Honest labor, in short, was losing its dignity. White women disliked to take employment as maids, because it put them in a class with the Chinese. A servant class, or a menial class, was being developed, and this was the really serious aspect of the Chinese problem, and it could be cured only by ousting the Chinese. The cure came with that drastic remedy.

While the reason for the desire to get rid of the Chinese was chiefly economic, there were other causes. The peculiarities of the Heathen Chinese grated upon white sensibilities. His manner of living—it was said that if he made \$1 a day he saved 90 cents; his houses were crowded like hutches; his intimacies with his livestock, his strange cooking, his refusal to progress in American ways and use his money in forwarding the community's interest instead of sending it back to China, and now and then an exhibition of oriental brutalities—all of these factors figured in the

determination to put him out of the country. The Chinese were said to be nearly 2,500 strong in the county, but that estimate was far too high. Probably there were not 1,000. Some were farming on their own accounts; many were employed on the farms and in the mills. Perhaps 700 lived in Tacoma, operating laundries, conducting little stores, performing domestic work in private homes, serving in the hotels and restaurants, and working in the mills. Several of them conducted gardens. One of the best of these gardens was on the present site of Rhodes Bros. store, where, years before, W. H. Fife had planted an orchard. There were others on Broadway, and a short distance up St. Helens Avenue.

Kindly disposed persons endeavored to lead the Chinese in the way of Christianity, and in a very few cases with seeming success. Numbers of them attended the Protestant churches, though they had three Joss houses of their own in which they worshipped their brazen idols. Several of them were in the Sunday School classes. Two or three women conducted classes in their homes for the benefit of the celestials. Mrs. George Gibbs tells of an evening call she and her mother, Mrs. John Hill, made on Mrs. Taylor, who lived in one of the little houses which until recent years stood in the southwest corner of Wright Park. Mrs. Taylor frequently had Chinese at her home, teaching them the Scripture and the rudiments of English. When Mrs. Gibbs and her mother approached the house, they saw in the lighted room the gathering of Chinese, and they also saw Mrs. Taylor, who was working at a table, probably arranging the lesson, with her back to her pupils. They were shaking their fists at her and making hideous grimaces; but the moment she turned toward them they were all smiles and gracious enough.

The indifference of the Chinaman to human suffering, even when their own were the sufferers, was a contributing factor to the growing hatred of them. A case in point: Peter Reilly, for many years section foreman, was working a crew of Chinese in the railroad yards, when one of them fell in the way of a train and his leg was badly mashed. His fellows refused to go near him. Reilly, a giant in strength, seized a club, and compelled his coolies to lift the mangled man from the track, and he was started for

the hospital on Pat O'Neal's dray. The Chinese performed this service with abhorrence. Nor were they in the least excited or grieved when the horse ran away, dumping the poor Chinaman into the street, hastening his death.

By many of the residents the Chinese were feared. There were stories of women having been attacked, and now and then the report was spread that the Chinese, who at one time were almost equal in numerical strength to the whites, were planning a wholesale massacre. As a matter of fact, however, the Chinese were a peaceable lot, and while they did ridicule and no doubt hate the white to his back, quite as sharply as the white hated and ridiculed the Chinaman to his back, they were peaceable and forbearing, and in some instances true friends to the whites, exhibiting their warmth of feeling with fine gifts and in a hundred other ways. But it was the old, old story of attempting to amalgamate two widely separated and antagonistic civilizations, and one occurrence after another widened the chasm. Around and beneath their shacks they kept pigs, chickens, ducks and geese, numerous cats, a dog or so, pigeons and other animals. Perhaps John partially compensated for his presence by his skill as a scavenger in a day when sewers were scarce. Morning and evening the Chinese climbed the hill from the waterfront and went to the restaurants and residents in search of slops for their pigs. These they carried, two buckets at a time, at the ends of a pole, Chinese fashion. One of the favorite jokes of the small boy of the period was to stretch a wire to tangle the feet of Chinamen homeward bound with liquid fodder, and there were ludicrous plunges and nauseating baths. An ordinance finally was passed excluding the slop-carriers from the sidewalks.

One of the incidents that aroused public ire, and no doubt contributed to the increasing determination finally to clean out the Chinese, was a hog killing. The first act of the Chinese butchers was to cut out the animal's tongue, to prevent squealing. Then the tortured brute was thoroughly scalded and the scraping began. It still was alive and kicking in spite of the thongs with which it was bound, when its legs were cut off. The spectacle thoroughly enraged the whites who saw it, and its horrors were not diminished in the telling.

The first meeting called to discuss the expulsion of the Chinese was held in the rooms above Weisbach's grocery store, Weisbach and three or four others being the fathers of the enterprise. The success of the movements undertaken in other localities to oust the Orientals was discussed. At this gathering were eight or nine men, among them William Christie, who had lived in Eureka, Cal., when the citizens rose against the Chinese. Christie described the methods. It was then resolved to call a mass meeting, and present the situation squarely before Tacoma citizens, and suggest plans for ridding the community of the objectionables.

The question quickly became a political one. Before the mass meeting could be called the Carpenters' Union came into being. At the first meeting of the carpenters D. A. Mitchell presided, and a committee consisting of M. Grady, A. U. Mills, W. T. Triplett, J. J. McLaughlin, D. A. Mitchell, J. H. Lotz, J. A. Budlong, R. Mabey and A. Reduenzel, was appointed to draft plans for the organization. At a later meeting Mitchell was made president and the organization was launched with forty-one members. This union was formed by Harry B. Standerwick, a Ledger reporter, who thought he saw in it a source of news and perhaps a political tool, and he was not without a sense of humor. Standerwick seems to have gone about this without the knowledge of his employer, and certainly with no selfish motives, other than any live reporter seeking to create sources of news, might have. He was not a candidate for office and he asked no favors of the union. His hope that it would start something in a field in which news was scarce, soon materialized. At one of its first meetings, March 6, 1884, the Union took up the Chinese question. This was in form of a resolution condemning Councilman John E. Burns for employing Chinese. He discharged them and employed Indians, and failing to procure efficiency he discharged them and he and his partner, Metzler, took up pick and shovel. Soon after this M. H. O'Connor called a mass meeting of all workers, which speedily was held, with nearly one hundred persons present. At that meeting the Workingmen's Union was formed. Jacob Ralph, the big-footed German blacksmith, was offered the presidency, but refused it. E. C. Sherman was elected. J. G.

O. Meyers was made vice-president, T. S. Gilbert, secretary; A. S. Bailey, treasurer; Thomas Early, sergeant-at-arms. About twenty men signed the roll of membership at this meeting. The next day there appeared in the newspapers a letter from O'Connor denying that he had been connected in any way with a gang of dynamiters who had tried to blow up the government buildings at Victoria. At a later meeting Dennis Nearney attempted to seize the office of president. He failed but he had a considerable voice in affairs for a time.

Nearney was a firebrand and a dangerous man. He occupied a shack on the waterfront, on railroad property, and undertook to resist the authority of the company, when it had decided to remove his house. He threatened to kill Otis Sprague and others connected with the company. On two occasions when the company's pile-driver was moved up to the shack to pull it down, it was found that Nearney had left his little children there in order to prevent attack, and on the occasion of the pile-driver's second visit Nearney's little son appeared at the door with a rifle, threatening to shoot. Sprague and others disarmed the struggling lad, and Nearney then sought to have them arrested for assault. He was in court a time or two for abusing his own children and finally was haled up by his wife, who also alleged brutalities. He threatened to blow up the residence of Otis Sprague, compelling Sprague to surround his home with detectives. Nearney is believed to have had a hand in the notorious sand-lot riots in San Francisco, and he boasted that he was not a man to hesitate at any forcible act, if it pleased his purpose. Another fire-eater who often became vociferous when the Chinese question was mentioned was Mike Ward, whose chief fame lay in his ability to bite a piece out of a whiskey glass, which he frequently did, to the consternation of those not acquainted with his habit, but never apparently to his own hurt.

In 1884 there was organized over the country what "Mike" O'Connor called the New "Area." The New Era Brotherhood was the alluring name of a political movement whose announced aim was the reformation of politics, and its headquarters were in Bloomington, Ill. Mayor Weisbach was the head of the organization in Tacoma. Its first political foray locally landed



MAYOR JACOB WEISBACH  
A Leader in the Anti-Chinese Crusade



William Christie on the school board, and M. P. Bulger, also a member of the "New Era" later was made clerk. The organization had four lodges on the coast—in San Francisco, Portland, Tacoma and Seattle. Its operations were secret. Its thirty-five members usually met in the office of Mayor Weisbach. New members were chosen by ballot. While it did not last long, it is important as the forerunner of the Knights of Labor and it did have an important share in the ousting of the Chinese.

The discussion of the question was constant, and it figured in all political calculations, and in many business and social affairs. February 20, 1885, Mayor Weisbach called a mass meeting in response to a petition signed by F. Tarbell, Peter Irving, T. L. Nixon, C. S. Barlow, Stuart Rice, John Macready, G. R. Delprat, Harry Baehr, E. von Schrader, Philip Metzler, R. H. Wilkinson, Rev. J. F. DeVore, H. S. Bixler, Robert Wingate, Jacob Ralph, J. S. Howell, William Robertson, William Bradley, W. P. Bonney, T. B. Wallace, Jr., Aug. F. Plate, F. Wolland, Walter J. Thompson, S. F. Sahn, L. L. Bowers, Chas. Gloeckler, Carl J. Heller and others. They desired to find "an effective and proper method" of getting rid of the Chinese. This group of men represented the more orderly element. They wished to oust the Chinese but they opposed the drastic means suggested by the more rabid. The meeting was held. It was resolved that the Chinese be excluded and a committee of three was named from each ward to suggest a definite plan.

Three days later a mass meeting called by the Law and Order League was held, with Judge Hamilton as chairman and M. L. Sanders as secretary. David Lister, A. S. Abernethy, Jr., Rev. J. R. Thompson, J. A. Banfield, Rev. J. A. Ward and others spoke. It was apparent that the antipathies of this meeting were directed more at the immoralities of the whites than at the presence of the Chinese. The charge was made that the Law and Order League really was the creation of the "American Mandarins," who desired the Chinese to remain, and that the purpose of the league was to serve as a distraction from the main idea. Rev. Mr. Thompson introduced resolutions denouncing the increasing domination of the vicious element and declared that "if the Chinese must go, so also must the saloon and brothel obey

the law." Rev. J. A. Banfield presented another set of resolutions deploring the invasion of the best business blocks by the Chinese and asking the city officials to abate the Chinese places by declaring them to be nuisances. A communication from Jacob Weisbach was read. It is said in part: "Today the fight for existence is the fight between Mongolian laborers and a few owners of real estate, but twenty years hence the lords who sowed the cadmus teeth will reap their dragon harvest."

A night or two later a band of boys and men stoned the Chinese houses along the waterfront.

Another committee consisting of Messrs. Ralph, Spinning and Christie was designated to have citizens sign agreements not to sell or lease to Chinese and not to employ them. A committee consisting of Messrs. Weisbach, Ward and Radebaugh was appointed to make a careful report on the Chinese habits of living. John Arthur, John S. Baker and T. B. Wallace petitioned the council to abate, as a nuisance, a Chinese washhouse on the southwest corner of A and Ninth streets. Its malodorous suds disturbed the guests of the Tacoma Hotel. The members of the Tacoma Guard became interested in cleansing this neighborhood as they were just then bringing about the grading and seeding of what is now Fireman's Park. They desired this plot as a parade ground.

It was discovered that a number of Chinese shacks occupied the public highways, a glaring example being in Steele Street, Old Tacoma, where, a few years before a Chinaman had bought a garden in good faith for \$100, and he had sold it to another Chinaman for \$300. The council gave this Chinaman until the following November to vacate. The Chinese did not help their situation when a few of them hanged their foreman, on the Byron Young farm, near Sumner, he having offended them.

William Christie brought forward a project that interested a large number. He proposed the formation of an anti-Chinese committee, embracing every citizen who desired the Chinese removed. He thought that the opening of an intelligence office, with a free reading room, and a general gathering place was desirable, and he thereupon called a public meeting. Before this was held another movement was begun by a gathering in the

offices of Carroll & Coiner, or rather in a little, dark, inside room which they had rented to J. A. Budlong. After he had given it up Carroll & Coiner found in it a great amount of lurid anarchistic literature, printed on white, red and yellow paper. These colors figured in a secret organization which had been formed. Budlong had conducted himself so quietly while in his office that neither Carroll nor Coiner ever had suspected him even of nursing anarchistic thoughts.

It was quite generally believed that the city council might have rid the community of most of the Chinese had it adopted the plan of declaring the washhouses, etc., to be nuisances. Another element believed that if laundering were undertaken by whites, the Chinese would depart. The Tacoma Hotel put in a laundry, employing white women. An attempt was made to finance a steam laundry on a large scale. It failed. It was said that the Chinese washhouses were then collecting about thirty-nine thousand dollars a year.

A pathetic appeal, published in the papers and signed by Un Gow and Mark Ten Suie, Christian Chinese, further aroused the pro-Chinese element, though it was derided by the opposite element which retorted that a Christianized Chinaman was a fantasy.

As one antagonistic measure the council passed an ordinance providing that no sleeping room for one person should contain less than 500 cubic feet and several Chinese were arrested for violating it. But it was found, when the Weisbach-Radebaugh-Ward committee made its report June 3d, that the ordinance had not by any means been enforced. This report nauseated the community, even as the investigation upon which it was made nauseated the committee. Weisbach and Ward said they both had been made ill by visiting a few of the Chinese houses. Radebaugh had not accompanied them. The report described a horrible disregard of sewer arrangements. Men, women and children were packed away in unlighted and wholly unventilated rooms, in which bunks were built from floor to ceiling. On the walls and from the ceilings hung dried fish and other meats which gave the rooms the odor of carrion. Beneath several of the Chinese buildings were stinking pools of water. In the washhouses

the committee found the dainty garments of white women being puddled around in suds that reeked with dirt. The smell of smoking opium was everywhere. The washhouses used no machinery. The Chinese laundryman's method was to pull a garment from the boiling vat, beat it over a block, rinse it indifferently and in water not often changed, and trust to the iron to give it the semblance of cleanliness. All this and more was described in the report, which was read to a mass meeting in the Alpha Opera House, with Beverly W. Coiner presiding. The only commendable phase in the Chinese situation, according to the report, was the Methodist Mission School, on C Street, above Ninth, which was managed by Mark Ten Suie. It had twenty-two pupils, and was clean and bright.

The report, ex parte, and perhaps exaggerated, furthered the formation of the anti-Chinese League, and at a mass meeting June 9th, at which Coiner again presided and M. P. Bulger served as secretary, the league formally was established with Jacob Weisbach president; B. W. Coiner, first vice president; M. P. Bulger, secretary, and seventy-six persons on the membership roll.

The Knights of Labor organized in Tacoma September 7th, D. Cronin, of Seattle, presiding. Judge Good of New Jersey, and Mrs. Brown were speakers and Mayor Weisbach honored the meeting with his presence and a short address. Sixty names were signed to the roll. In a short time its membership was counted by the hundred. Lawyers and saloonkeepers were not admitted, but by some means one lawyer slipped in—Charles Vorhees, delegate to Congress. He was suspended by telegraphic order from the home office, on appeal from the Tacoma body. The Tacoma Knights Lodge had its hall above the Gross store, and all sorts of stories were abroad concerning its purposes. It was believed by some that the order was preparing a countrywide revolution. It was reported that weapons in large numbers had been gathered in the hall, and there were stories of nightly drills and murderous conspiracies. These reports became so alarming that some of the moneyed interests hired detectives, who became members of the organization, and thereafter all its doings were the subject of daily reports.

Among those who hated the Chinese and the capitalistic classes about equally was the captain of the *Queen of the Pacific*, and it is said that he actually undertook to organize an attack on the town, his belief being that with the old brass cannon which his ship carried he could command the community resources, banks, moneys and all, and get away to sea without difficulty.

About this time the agitation against the Chinese grew intense in Wyoming and hundreds of them were driven out. In all of the communities near Tacoma feeling had begun to run high and in some of the towns the Chinese departed under threats. In the Squak Valley Wald Bros. employed about one hundred for hop picking. One midnight a mob of Indians and whites crept up to the camp and began shooting. Three Chinese were killed and four wounded. The guilty never were punished, though several arrests were made. At Coal River a mob burned the Chinese out. These acts served to inflame the anti-Chinese element in Tacoma.

A statewide congress was called to meet in Seattle September 28, and a meeting was held in Tacoma September 25 to elect delegates. Jacob Weisbach received 163 votes, A. Macready, 138, and A. U. Mills, 109. They were the representatives of the city. The Knights of Labor chose H. A. Stevens, Wm. Christie and Frank McGill; the Independent Labor party, W. B. Sweeney, E. G. Bacon, Jacob Ralph, Chas. Kennedy, Charles Seynfour and Howard Carr; the Tacoma Fire Department, John Forbes and Oscar Macy; The Germania Society, F. Lustoff; the Typographical Union, Geo. W. Alexander and D. A. Maulsby; the Tacoma Turn-Verein, Henry Neyman; the New Era Brotherhood, M. P. Bulger, M. C. Gillis and M. F. Brown; the Independent Carpenters' Association, H. S. Bixler and G. A. Smith. When the Tacoma delegates reached Seattle they were met at the wharf by an immense torchlight procession and a brass band. The torchbearers formed a double line of fire through which the Tacomans marched, and Mayor Weisbach was called upon for a speech. The Tacoma party was amazed at the cordiality of the reception as the feeling between the rival towns had grown so bitter that a friendly greeting even on an occasion like this, was by no means expected.

The Seattle meeting was attended by an immense crowd. Mayor Weisbach was made president. It heard a number of speeches and then adopted resolutions directing the delegates to return to their homes and call local mass meetings October 3 to name committees for the duty of notifying the Chinese to depart November 1. It also adopted resolutions condemning the Western Washington Congregational Association for asking for the unconditional repeal of the Chinese restriction act, and asking all employers of Chinese immediately to dismiss them. Obedience to this order began at once and many Chinese lost their employment. The hotels and restaurants in Tacoma, the Hanson mill and other institutions complied, and several farmers up the valley did likewise. An exception was H. S. Farquharson, of the barrel factory in Puyallup. He defied a mob with loaded revolvers, but in the end sent away his Chinese, but not until a bomb had been exploded beneath his building.

The Knights of Labor adopted resolutions deploring threats of violence against the Chinese. The Chinese became alarmed and their departure from the city began. Many of them had personal property and they sent Sun Chong to consult Deputy Prosecuting Attorney E. W. Taylor and Mayor Weisbach. The messenger said the Chinese were willing to go but they desired compensation for their belongings. He thought \$2,500 would satisfy them and the mayor thought the council might arrange for the money. However he found this to be impracticable and before the negotiation went further it was discovered that Sun Chong did not speak for all of the orientals.

A torch light procession with pyrotechnics and bonfires preceded the mass meeting October 3 in the Alpha Opera House. About five hundred men were in line, carrying banners and transparencies. Col. J. M. Steele was made chairman. Doctor Taylor of Sumner, A. U. Mills, J. E. Burns and others spoke, and resolutions were adopted calling for the appointment of a Committee of Fifteen, whose duty it should be to carry the ousting program to an issue. The resolutions embodied the names of the following fifteen: Samuel Wilkeson, Jr., S. M. Nolan, Meyer Kaufman, Fred T. Olds, Fred Sahms, J. V. Chamberlain, M. F. Brown, J. A. McGouldrick, John Fuller, Jacob Ralph, W. D.

Christie, A. U. Mills, and John Forbes. The crowd adopted the idea but not the nominations in toto. Objections were raised against some of them and nominations were made from the floor. The committee as finally formed embraced Judge James Wickersham, D. B. Hannah, E. G. Bacon, Jacob Ralph, M. F. Brown, Fred Johnson, H. A. Stevens, H. C. Patrick, Meyer Kaufman, H. S. Bixler, William Christie, J. P. Chilberg, A. U. Mills, John Forbes and John McGouldrick. On the day before the final drive Chilberg lost heart in the enterprise and J. A. Budlong was put in his place.

The attitude of the Chamber of Commerce was awaited with interest. Its members had been quarreling over the question. John Arthur and General Sprague had locked horns several times. Sprague, I. W. Anderson, and others among its leaders were opposed to the proposed drive. Three sets of resolutions were presented at a special meeting called at the Tacoma Hotel to discuss the question. George Fuller's opposed the Chinese, but they also opposed coercion; Ezra Meeker's also opposed coercion and carried some reflections on the activities of Mayor Weisbach; J. E. Burns' resolutions deplored the oriental menace, blamed the poor governmental guardianship of the border, by which the Chinese were enabled to cross in great numbers, called upon the President of the United States to place a sufficient force there to stop the continual violation of law, and then approved the resolutions which recently had been adopted by the Workingmen's Union in all except any contemplation of violent measures. There was a vigorous debate in which personalities entered, but the vote was 41 to 22 in favor of the Burns resolutions.

Ezra Meeker had been taking a prominent part against the anti-Chinese agitation. He wrote many letters to the newspapers urging obedience to the law. Finally a friend of the anti-Chinese movement retorted with the interrogation whether Meeker was obeying the law when he assisted in establishing a "shotgun quarantine" against Tacoma in the course of the small-pox epidemic in 1881.

John Arthur made an acidulous speech at the Chamber of Commerce meeting, in the course of which he bitterly attacked General Sprague and Geo. E. Atkinson. He said the time had

come when Sprague no longer could run the city. He declared that the Chinese already would have been gone but for encouragement given them by Sprague who, he said, had assured them of the protection of federal troops. Sprague made no reply, but after the meeting he, Atkinson and Anderson met Arthur in the lobby and gave him an unmerciful tongue lashing, to which Arthur made reply in kind, denouncing them as cowards for not speaking in open meeting.

This vote of the chamber sounded the doom of the Chinese. It also acted as a brake upon the radicals. The chamber was a powerful institution, its membership including 150 of the strongest men in the city. October 10th there was another torch-light procession and meeting in the Alpha Opera House. J. E. Burns was chairman. John C. Comerford, who until a few days before had been editor of the Ledger, John Arthur and Alex. Parker were the orators. Arthur's bitter attacks on the Land Company, the railroad company and the ring of interests which naturally grew up around institutions of such strength arose perhaps from two causes. He had been brought west by the Land Company to be its attorney. He was related by marriage to one of the eastern men connected with the Land Company. He and I. W. Anderson, then manager of the company, did not agree and Arthur's connection ceased. From a pecuniary standpoint this was unpleasant to Arthur, and perhaps it rankled. Whatever effect it may have had on his attitude toward the interests it must be said that Arthur belonged then, as he belongs now, to that class which resents control by money, and probably he was happier out of the Land Company than in it as the severance gave to him the freedom that he enjoys. His brilliant intellect—for years one of the state's prized ornaments—reflects the passion for freedom which one so frequently finds in sons of the Old Sod.

Radebaugh, editor of the Ledger, was in the East, and Comerford—known about the office as "Jim-Jams Jack"—was in charge. He had been writing more vigorously than Radebaugh had instructed, and Sprague, Blackwell, Anderson and Tyler called on him, cautioning him to be more temperate, or else he certainly would lose his head. Instead Comerford directed a blast at them the following day, denouncing "dog salmon aris-

toeracy" and defying them. When Radebaugh returned a few days later he was informed by the anti-Chinese leaders that if he discharged Comerford the Ledger would be boycotted by the business community. He was resolved, however, to procure Comerford's resignation which he speedily did by informing the foreman of the office, D. A. Maulsby, to throw out anything that Comerford prepared for publication. Comerford was proud. He at once realized his position and handed in his resignation. He was an orator of considerable power, an interesting writer, and in appearance he resembled John Wilkes Booth, and when on the evening of October 10th, he rose before a great audience in the opera house, and proceeded to flay Sprague, Blackwell, Anderson, Radebaugh, and the rest, he was given an ovation. He revealed what he declared were certain secrets concerning Radebaugh's management of the Ledger and thereby sacrificed the good opinion of many of the business men, as his "confessions" put him in the light of a traitor, whether they were true or not. A week later John Arthur presided at another enthusiastic meeting.

The Presbyterian minister was Rev. W. D. McFarland, born a Scot, but a naturalized American with very firm ideas about the rights and duties of an American citizen. Spies had been around his house several nights and one day in his absence three men called and demanded to know of those at home if any Chinese were employed, and if so, ordering them to be disposed of, and giving instructions that if any contracts had been entered into for Chinese help, such contracts must be abrogated. The minister was on fire when he reached home and heard what had transpired and he announced that on the following Sunday evening he would preach on the Chinese question. He had a habit, when opening his sermons, of twirling in his fingers a tiny roll of paper. He stepped to the side of his pulpit stand, nervously fingering a slip of paper, and began by describing the visit that had been made to his home, denounced it as an insolent attempt at abridgment of an American's rights, and then began somewhat heatedly to tell what he would have done had he been at home when the three men called, and concluded with the ejaculation: "I would have kicked them out into the street."

His sermon so angered T. L. Nixon and others that they walked out of the church. Nixon was a prominent member. McFarland shouted after them: "Go! Go! I will preach on till the benches are empty!"

Threats were carried to him after that. His gorge then rose indeed. Capt. Albert W. Whyte had been furnished by the authorities with two boxes of revolvers. Rev. Mr. McFarland went to Whyte's office and asked him if he—the minister—should arm himself. Whyte told him it might be wise to do so.

"Where can I get a revolver?" he asked Captain Whyte. The captain drew aside a curtain showing the two boxes of revolvers.

"May I have one?" eagerly asked the minister.

"You may have two," was the reply.

McFarland took two and strapped them about his waist. Thus he was caparisoned for emergencies for several days, and it probably was the only time in the city's history that a minister went about his pastoral duties, visiting business men in their homes and taking tea with his feminine parishioners with a brace of big army revolvers strapped beneath his Prince Albert.

Every line of business was affected more or less by the feeling over the question. W. D. Tyler, of the Tacoma Hotel, was much opposed to coercion, and there was talk of boycotting the hotel. The Tacoma National Bank, the officers of which were Sprague, Blackwell, Anderson and others who opposed the Chinese drive, felt its position quite keenly as considerable sums of money were withdrawn. For a few days the bank kept three boxes of coins out where it was hoped a view of them would convince the public of the bank's solidity. "Skookum" Smith, who did not favor the drive, was with the Merchants' National, which brought that bank under some criticism, though Walter J. Thompson, Henry Drum and W. H. Opie, its active officers, were opposed to the Chinese. The Seattle papers reported a run of \$60,000 on General Sprague's Tacoma National Bank one day, but that was an exaggeration. But for several days the situation was dangerous.

One day eight Chinese entered the bank of which Walter J. Thompson was president and deposited about eight hundred dollars, taking a certificate of deposit. They then entered

Thompson's private office where the certificate was torn into eight pieces. It was explained that each Chinaman would take a fragment of the certificate, and that the money must not be paid out until the certificate should be returned to the bank intact. Some months later it came from San Francisco, carefully put together, and the money was forwarded.

Governor Squire was watching the dangerous brew from Olympia. Finally he communicated with Sheriff Byrd, instructing him that he must appoint 100 deputies or else the governor would ask for United States troops. This gave the Chinese a new lease. Some of those who were preparing to leave decided to remain. Mayor Weisbach called a conference to discuss this matter. The governor was informed that neither deputies nor troops were necessary but that deputies would be provided. A few days later Governor Squire came to Tacoma and made a speech at the Tacoma Hotel in which he urged restraint and pointed to his own duty in the matter. At the same time he tried to put a different meaning on the letters he had sent to the sheriff, and his conduct led to the charge that he had visited the fountain too often. A formidable statement designed to be a guarantee of peace was sent to him signed by Robert Wingate, T. B. Wallace, W. D. Tyler, General Sprague, W. B. Blackwell, I. W. Anderson, F. T. Olds, Stuart Rice, Ira Cogswell, Gen. Isaac W. Smith, James H. Ashton, E. S. (Skookum) Smith, W. P. Bonney, Henry Drum and other representative citizens. This statement assured the governor that troops were not necessary.

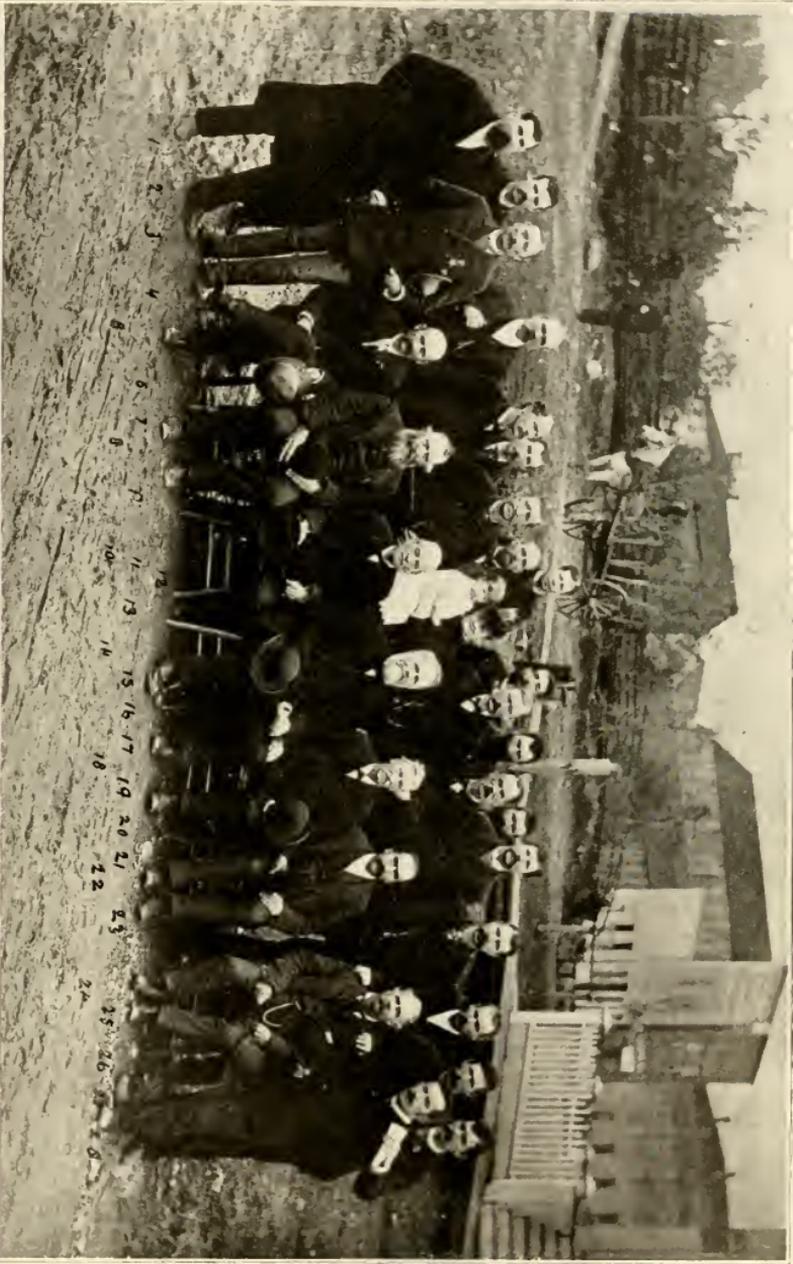
J. P. Chilberg was chairman of the anti-Chinese committee and he and others spent much time in planning the great mass meeting of October 31st, when delegates from Seattle were to come to Tacoma for a conference. George O. Kelly's cannon on the bluff north of the Tacoma Hotel boomed a welcome for the Seattle boat. A dinner was served in the G. A. R. Hall, and an immense cake, baked by Mrs. H. S. Bixler, and bearing the slogan of the time—"The Chinese must go," was presented to the Seattle visitors. In the parade were 700 torchbearers. Rockets glared and fires lighted the streets. A. Macready was chairman of the evening. Enthusiasm was great. The town rang with cheers. Women occupied the gallery and their handker-

chiefs waved encouragement to the men. On the evening of the 2nd, fifty extra policemen were sworn in.

The "Committee of Fifteen" had pressed the warning upon the Chinese, but some of the leading Knights concluded that the "Committee of Fifteen" was playing politics and not acting in good faith. In the midst of mass meetings and processions they formed the "Committee of Nine." The members of the "Committee of Fifteen" did not know until long afterward of the existence of the "Committee of Nine;" and perhaps some of them do not yet know it. The Chinese had paid too little attention to the "Committee of Fifteen," and word reached the ears of the "Committee of Nine" that certain members of the "Committee of Fifteen" had told the Chinese that the "Fifteen" warning was nothing more than a bluff.

The "Committee of Nine" was in dead earnest. It proceeded to organize a sort of secret endless chain, something after the manner of the Nihilist plan, which, it was said, Dan Cronin, the organizer of the Knights of Labor, had followed. The program was for each member of the "Committee of Nine" to organize a circle of nine men. Each of the nine then was to organize his circle of nine. No man knew who had been chosen by any of the leaders or sub-leaders. Certain oaths were administered. Red, yellow and white cards were issued to designate the standing of the members. The members of the circles never met; no member of a circle knew any of the other members of his circle. He knew only his leader. The nerves of this secret body permeated every part of the community, and its total membership never became known. Each man knew that at the proper time he was to follow his leader; each knew that the object of the organization was to drive out the orientals.

The members of the "Committee of Nine" were: William Christie, a carpenter; Frank McGill, street commissioner; W. H. Hunter, house painter; John Budlong, carpenter; W. H. Rapier, Sr., and W. H. Rapier, his son, plasterers; Chancellor Graves, janitor of the Central School; A. U. Mills, contractor; M. P. Bulger, sewing machine agent. The only member of the "Committee of Nine" who also was a member of the "Committee of Fifteen" was A. U. Mills.



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|-------------------|-----------------------------------|--------------------|----------------------|
| 1. E. R. Ritz     | 8. John Baulow                    | 15. Geo. D. Lawson | 22. H. G. S. H.      |
| 2. Geo. J. Pappas | 9. John Ralph                     | 16. H. A. Morrison | 23. A. A. Scott      |
| 3. E. Von Steffen | 10. A. J. Mills                   | 17. E. G. Barron   | 24. Wm. J. Gagnon    |
| 4. M. McKee       | 11. A. R. Everett                 | 18. H. C. Parrish  | 25. M. T. Collins    |
| 5. M. Kaufman     | 12. M. J. A. Connerford and Child | 19. Frank Merfio   | 26. J. N. Fernandez  |
| 6. T. L. Nixon    | 13. J. J. J. Washburn             | 20. John Forbes    | 27. J. W. Kerschbaum |
| 7. A. Kefauver    |                                   |                    |                      |

“TACOMA'S TWENTY-SEVEN,” INDICATED AFTER THE CHINESE WERE EVICTED  
 This picture was taken in Eleventh Street. The orchard in the background is the site of Rhodes Brothers' store



The "Committee of Fifteen" was in session all night November 2nd, in the Tacoma Hotel; the "Committee of Nine" was meeting at the same time in Chas. Gillis' house, Fifteenth and Yakima avenues, South. Mills was sitting with the "Committee of Fifteen," but at the same time he was serving as a sort of go-between, and made trips through the night from one committee meeting to the other though it is said he did not know the details of what the "Committee of Nine" was doing.

That night it was arranged that each member of the "Committee of Nine" should take a district and thoroughly canvass it before morning, notifying every man that when the whistles of the Lister Foundry should sound the signal at 9:30 the next morning, a general assault should be made on the Chinese shacks. Meantime the Committee of Fifteen had resolved to send another warning to the Chinese to get out of town.

Through the remainder of the cold and rainy night the members of the "Committee of Nine" covered their districts.

At the sound of the whistles scores of men poured into the streets and each knew just what to do. It was a mob, but an orderly mob as mobs go. There was excitement to be sure, but the raiders did not lose their heads. Perhaps that was because they had already been lost. The first Chinese shack visited was at about where the Massasoit Hotel stands, and the raiders then visited one shack after another all the way from Seventeenth Street to Old Tacoma. One after another of the terrified Chinese ordered express wagons and began loading their plunder. Many of them, however, left behind everything except their money. Several of them were laundrymen, and they departed leaving their patrons' shirts and collars, some in the tubs and some ready for delivery. Much of the community linen was lost, as marauders robbed the laundries. In some instances white women entered the Chinese shacks and procured souvenirs. There are a number of prized teapots in Tacoma cupboards to this day.

Mayor Weisbach, though he assisted in setting in motion the machinery by which the expulsion was brought about, appealed to Sheriff Byrd to enforce the law. The sheriff regarded it as beyond his province. It is probable that Weisbach, as well

as many others among the leaders, were greatly alarmed lest a riot be precipitated. All the saloons were closed. Attorney B. W. Coiner had a conversation with the mayor that illuminates the mayor's position. Coiner and the mayor were standing about where the City Hall now is while one of the driving parties was bringing the Chinese up from the wharf through the cold rain.

"Mr. Coiner," asked the mayor, "do you see any disturbance of the peace anywhere?"

"Why do you ask?" Coiner interrogated.

"I'm the mayor, and it's my duty to preserve the peace. I want to know if I am doing my duty."

"I'm inclined to think there is a disturbance of the peace, Mr. Mayor," said Coiner.

"Well, I don't agree with you," replied the mayor, and he remained passively interested while the melancholy celestials filed past under their determined guard, each white man carrying a cane or a club, though some of them assisted the Chinese with their burdens.

A number of prominent citizens, besides the deputies named by the sheriff, made it their business to accompany the visiting committees with the aim of preventing fights and of saving the Chinese property. A recent statement from Judge Wickersham was to the effect that though a member of the "Committee of Fifteen" he did not know of the plan to oust the Chinese on the second of November, and had no inkling of it until he saw the "mob" in the streets. This is further evidence that it was the "Committee of Nine," rather than the "Committee of Fifteen" that engineered the drive.

In only one case did a Chinese attempt bloodshed. Charles Joles and Renwick W. Taylor had entered one of the Chinese houses, and while Taylor's back was turned a Chinaman leveled a revolver at him and snapped the trigger. Joles, however, had struck the weapon down, and the hammer fell on his thumb instead of the cartridge. One can imagine that in the excitement of the time, the killing of a white man would have precipitated the bloodiest of reprisals and that the day would have been a black one in northwest history. Joles later was arrested in Olympia for participating in the anti-Chinese expulsion there.

He and others were fined \$500 and sent to McNeil's Island Prison where they served several months.

There was but one arrest and that was of a man who had been drinking. Not a blow was struck and the Chinese were gently handled. They were marshalled under abundant guardianship and marched in the rain to Lake View. Into wagons lined up in front of the Halstead House several old men, women and children were loaded. Grocers contributed an abundance of food for their comfort. At Lake View the old Chinese House afforded shelter until a train could pick up the refugees. Jack Hewitt was conductor of the train that was flagged.

"Put 'em aboard! I'll haul 'em!" he shouted. Into the boxcars the unfortunates were bundled and the train carried them to Portland.

While perhaps a majority of the residents of the community were in favor of running the Chinese out, there was much very strong objection. Several of the millmen had found the Chinese very excellent workmen. They testify to this day that the Chinese were more reliable than the white labor obtainable at that time. Several well known families had Chinese servants. Mrs. Ezra Bowen, who lived on A Street, where the Schoenfeld Store stands, drove off with a broom the men who called at her home and ordered her to get rid of her servant. Isaac W. Anderson set two armed guards about his house, and he openly declared that he had offered each of the guards \$500 for wounding a raider and \$1,000 for killing one. Neither reward was won. Anderson did not employ Chinese but he opposed their expulsion.

There were about 700 Chinese in town when the agitation began. The early warnings of the committees caused about three hundred to leave, and on the final round-up about two hundred and fifty were gathered in. Some of the Chinese it was found had armed themselves with iron bars and dangerous knives. Some of the store owners remained behind to pack their goods, and they worked night and day to complete it. They were given plenty of time for this and their property and persons were guarded. An interesting phase of the proceeding was the absence of personal feeling. As a matter of fact the Chinese had many warm friends in the "mob." Whites and Chinese often

had calmly discussed the dangers of yellow labor on this coast. Generally speaking a fairly pleasant relationship had existed between the races.

Active all through the volcanic period of the excitement was the Rev. P. F. Hylebos. While he was behind the scenes most of the time the spot light now and then found him on the stage. Early in the proceedings he saw that his opposition to the anti-Chinese party could not hope to check its determination to remove the yellow incubus. His own attitude toward the Chinese was one of strong antipathy, but he was opposed to breaking the laws to get rid of them. However, once his practical mind had embraced the true situation he resolved that his position should be one of a guide toward the greatest good in the midst of evil. In other words, if there was to be a mob and mob law, he chose for his part the elimination of the worst of mobs and mob law, and very shortly he was in the counsels of the innermost circles, quietly advising caution, shrewdly distracting attention from riotous plans, entering into the very heart of the whole conspiracy yet smoothly robbing it of its bloody possibilities. Undoubtedly he prevented a mob from attempting to ride General Sprague and I. W. Anderson out of town on rails and it is probable that he saved Anderson's life from an assassin.

When Sheriff Byrd appointed a number of deputy sheriff's on the day of the ouster Father Hylebos was one of them, at his own request, and he was placed on Railroad Street, between Seventh and Ninth where there were a number of Chinese houses, which it generally was understood were to be burned by the factionaries designated to visit that locality. This had come to the ears of the priest. He was at his post when the whistles screamed the signal and as the men assigned to his section came, he directed them to a vacant room nearby, saying that when all were there he desired to speak with them for five minutes. Having corralled them, he at once entered into the question of incendiarism, told the men that a fire started there might burn the entire city and forever ruin its reputation besides, while, if the shacks, which had been built by the Chinese on leased land, were allowed to remain they would revert to the white owners of the land and the community would benefit by it. He dismissed them

with the assertion that he believed that, if the whites moved in an orderly manner, lifting not so much as a finger against the Chinese, the day's work would be completed happily and the Chinese menace forever disposed of. He also told them that he knew every man present; that he was there to do his duty and that he would arrest and prosecute if his orders were disobeyed. His sermon was effective.

But at about 10:30 on the 5th, while the special officers were searching the Chinese quarter and locking the doors of the pestilential shacks against white intrusion, a fire broke out in one of the score of Chinese houses on the waterfront and in an hour or so everything was burned. There was not hose enough to reach, and that which was laid was cut in several places. Rats and cats poured out of the burning row.

The day before a row of shacks occupied by Indians and Chinese, near Old Tacoma had been burned. A warrant, sworn out by Deputy A. M. Dufield, caused the arrest of Ah Chung Charley, whose correct name was later learned to be Jim Kee, charging him with arson. Justices A. Campbell and A. E. Lawrence sat together to hear the case. The Chinaman was acquitted, though the justices said his conduct had been suspicious. It was argued that the Chinese set the fire in order to procure heavier damages. As a matter of fact the Chinese shacks were almost without value and the health officer had urged their removal at once. The opinion of the time was that a white man had applied the match.

The community was feeling better. It had purged itself of 700 Chinese within a few months and had destroyed most of their habitations. There was much jollification, but it was shortlived. The federal grand jury was sitting in Vancouver, and United States Marshal George hastened up to Tacoma as soon as he heard of the enforced oriental exodus and subpoenaed, as witnesses before the grand jury, C. W. Harvey, J. P. Chilberg, C. N. Senter, Sam King, Ezra Meeker, You Non, Albert Whyte, C. D. Young, J. H. Houghton, Stuart Rice, J. W. Pinkerton, Alex. Parker, H. C. Clement, W. A. Freeman, W. P. Pritchard, Quon San, F. F. Hopkins and A. Sands.

Several companies of infantry had been sent from Fort Van-

couver to Seattle, where trouble was imminent. After remaining there for a day or so, four companies under Capt. G. S. Carpenter were sent to Tacoma. Simultaneously came Marshal George, with warrants for the arrest of a large number of those who had participated in the Chinese affair. It had been reported to Marshal George that attempts at arrest would be met with violence; that if arrests were made, efforts would be made to rescue the prisoners. Some such threats had been made, but it is not believed that they were widespread and serious. The marshal, however, took the preparedness view.

Capt. Albert Whyte was sworn in as a deputy United States marshal, and it was demanded of him that he identify those for whom the marshal had warrants, and the officers soon had all of them in custody, finding several of them grouped about the stove in one of the stores, solemnly discussing the possibilities. Those arrested were: Mayor Weisbach, Councilman D. B. Hannah, Probate Judge James Wickersham, Councilman E. G. Bacon, A. U. Mills, H. S. Bixler, T. L. Nixon, H. C. Patrick, John Forbes, Fire Chief Jacob Ralph, H. A. Stevens, Wm. Christie, A. J. Anderton, John Budlong, Frank McGill, Chas. Pertz, M. C. Gillis, A. W. Cone, E. von Schraeder, Lewis Stimpson, Ben E. Everett, G. R. Epperson, G. D. Lawson, A. Raduenzel, M. McAtee, C. E. King, J. Fernandez. An indictment also was returned against ex-editor Comerford but he had left for his old stamping grounds in South America a few days before.

The entire party was marched to the court house, then on C Street, for the night. Two of them men, whose wives were prostrated with fear and grief, were permitted to go home, Captain Whyte vouching for their return the following morning. The remainder were kept in charge of Whyte, and the tension was sharp. He heard some of the men making threats, and there were rumors of an attempt at rescuing the men from the officers' custody.

"I decided that the boldest thing I could do at that moment was the safest," said Captain Whyte, "so I threw off my coat, tossed my two revolvers into the corner and announced that I could shoulder the heaviest man of the group. It's an old trick—one that I learned in the army. The first man to come forward

was 'Jack' Forbes, the biggest of the bunch, and in a twinkling I had him on my shoulders, dancing about the room with him. Everybody began laughing, the strain was over and we had a very pleasant night together, all things considered."

Word was carried to Captain Whyte that if he did not cease his activities his throat would be cut. One of the leaders of the anti-Chinese movement went to him one day to ask him if he would obey orders to put the Tacoma Guards on duty.

"Certainly," he replied. "Nothing else could be done, even if I desired.

"Do you know that there are five hundred armed men in this town and that they will wipe out your sixty guards at the first volley?" he was asked.

"Well, what of that? I am a soldier," Captain White replied.

"No, you're just a d—d fool," was the retort.

On the way to the station with the men, to take the train for Portland, there were ominous mutterings from the crowds that lined the streets, and there was some apprehension that an effort still would be made to rescue the men. Whyte was walking with Forbes, the giant of the group of prisoners, when "Jim" Steele, then perhaps the most prosperous real estate operator in the community and a jovial soul, shouted to the big man:

"Say, have you got Whyte or has Whyte got you?"

Laughter succeeded frowns and the serious tension was broken.

The prisoners were taken to Portland where their bonds were fixed at \$5,000 each. They were charged with conspiring to insurrection and riot, depriving Chinese subjects of equal protection under the law, and of breaking open houses and driving out the oriental occupants. The judge warned the prisoners that they were accused of crimes of a most serious character. He then sent them all back to Tacoma in the care of the marshal, to appear before the United States commissioner and give bonds. It had been the intention of the authorities to place the Tacoma prisoners in jail in Vancouver but upon their arrival there the officers and the town's people were surprised to find that they were not ragged vagabonds but quiet, well-dressed citizens and the officers allowed them to remain in the court house over night, just as they had been imprisoned in Tacoma.

Tacoma was the object of the severest criticism from many quarters, as the "drive" had been pictured by the newspapers in several cities as a brutality unparalleled. The east and middle west then, as now, did not view with alarm the "yellow peril," because those sections lacked actual contact with it. Seattle and Portland papers denounced Tacoma with the sharpest derision and scorn. It was partially with the aim of mollifying the city's enemies that a meeting was called in the Alpha Opera House on the evening of November 11th, to welcome the returning twenty-seven prisoners from Vancouver in a manner befitting the home-coming of "martyrs." A torchlight procession and a cheering throng met the twenty-seven at the station. One of the men who met the returning heroes and rode in a carriage at the head of the procession was Rev. P. F. Hylebos, who, with others, went on the bonds of the prisoners. He had been up the valley that afternoon administering to the Indian Napoleon the last rites, as Napoleon was dying. On the way home, in crossing a corduroyed stretch of road which was afloat, the water being high just then, his horse became entangled in the timbers and fell, throwing the priest over his head. Father Hylebos was painfully bruised but mounted his horse and hastened on to the town, as he desired to witness the home-coming. When he reached the station he was unable to climb from his horse. Friendly hands removed him and placed him in a carriage and he attended the festivities that ensued in the Alpha Opera House. At that meeting the speakers again emphasized the "unlawful" presence of the Chinese, and J. E. Burns offered a resolution to the effect that the Chinese were "not forcibly expelled (as charged) but of their own accord packing up and leaving" in obedience to public sentiment, and "no single word was spoken or act committed to wound or hurt them in mind or in person." One of the speakers, describing the conditions that had been remedied by the burning of the Chinese shacks, declared that the driving committeemen had found 400 Chinese, fifty-two hogs, and many chickens, ducks, geese and cats on a half acre of waterfront.

Comerford had returned. A fund had been raised to ship him far, far away, and Radebaugh, Anderson and Sprague were among those who had contributed, with happy expectations. In-

stead of going to South America he went only as far as San Francisco. Comerford at once renewed his agitations, joining with the Knights of Labor in making uncomfortable all who opposed even academically the anti-Chinese movement. There began to appear mystic signs on store fronts. These symbols, it was whispered, meant that the stores were to be boycotted, and several of the merchants were thrown into consternation. Comerford, it was believed, was at least partially responsible for this method of attack.

M. P. Bulger, who had been one of the ring-leaders in the movement in Tacoma went to Seattle where he figured conspicuously in the attempt to rid that city of the Chinese. Rioting ensued and Bulger narrowly escaped with his life. He was one of a half dozen men indicted, and the trial, which soon was held, was watched with the most intense interest by the twenty-seven accused Tacomans, who were being given generous aid by their fellow townsmen in the preparations for their defense.

It had been the understanding that 500 armed men would go to Seattle to assist in removing the Chinese, at the moment the leaders in Seattle sent word. It is not at all probable that any such number would have gone, but there were enough fanatics to make up a fair company of fighters and they were too much in earnest. This plan soon came to the attention of Father Hylebos, who was everywhere working in his desire to keep men out of trouble, and he was not long in getting in the midst of a group of them with his logic and practical sense. He told them he expected to be on Pacific Avenue continuously on the day appointed for the Seattle adventure, and that, if they decided to go, he also would go, with the aim of nursing the wounded; but he told them: "Don't depend upon Seattle men to call on you. Send from your own number two good men to go to Seattle, investigate thoroughly, and let your plans depend upon their report, and their call." This was done. One of the emissaries chosen was Jacob Mann, and Hylebos immediately cornered him and practically exacted a promise that, instead of a telegram calling to arms, he would send one to the effect that all was well, etc. On the appointed day the priest walked Pacific Avenue all day long, without lunch or rest, assuring the hotheads that the

moment the whistles blew he would start with them—but the whistles never blew.

The Chinese question again outweighed all others in the city election of May 4, 1886, when Jacob Mann, the candidate of the anti-Chinese element, was elected mayor, receiving 632 votes. T. L. Nixon received 396 votes, and F. T. Olds, 400.

Government agents, under the direction of Governor Squire, had been at work in Tacoma most of the time since the "drive," and just now the governor was hearing the claims of the dispossessed Chinese. The community shivered, then laughed, when the governor announced that the total of the damages demanded by the Chinese reached \$96,147. The Chinese had been paying taxes on just about one forty-eighth of that sum, or \$2,000, and their agent, it will be remembered, had offered to move them out bag and baggage for \$2,500.

The Seattle trial resulted in the acquittal of the "conspirators." District Attorney White had declared that Bulger was the "evil genius" of the combination and denounced him very bitterly. Sheriff McGraw also had excoriated Bulger in his report to the governor. A day or so after the acquittal Bulger brought the Seattle men to Tacoma for a visit and jollification, and a mass meeting was held in the G. A. R. Hall to congratulate them. John Arthur presented a resolution declaring that the result of the trial was a "fresh vindication of trial by jury and a victory for the people of Puget Sound." The resolutions were received with cheering enthusiasm and adopted with a yell.

November 4, 1886, the first anniversary of the Chinese expulsion was observed with a parade and torch light procession and at the meeting held in the G. A. R. Hall, Eli G. Bacon was chairman and Judge Wickersham and John Arthur were among the speakers. In October, 1886, the Federal Grand Jury reindicted Geo. K. Epperson, J. A. Comerford, M. Kaufman, R. J. Weisbach, A. U. Mills, James Wickersham, H. A. Stevens, Jacob Rolph, and D. B. Hannah, these men having been chosen by Prosecuting Attorney White for trial. The following spring an attempt to bring the case to trial failed and this ended the prosecution of the famous twenty-seven. For several years the anniversary of the drive was celebrated in various ways.

William P. Bulger, one of the most active among the anti-Chinese forces, recently said of the expulsion:

“It was wrong. We were young and hot-headed. We defied the law. We were inflamed over an evil condition. It was a condition which the town had to get rid of, and it was a good thing when the riddance was made, but we went about it in the wrong way. I would not now take part in any such a proceeding—on the other hand, I would oppose it most strenuously.”

For years afterward men ran for office on the strength of their connection with the anti-Chinese movement and usually they were elected. The members of the Committee of Fifteen became heroes in the public imagination, and for years they exercised a large authority in political affairs. For a quarter of a century it was not safe for a man who had been opposed to the anti-Chinese movement to offer himself for public office, unless he was prepared to welcome defeat.

The question of indemnifying the Chinese was carried before Congress at once and the Deficiency Act of October 19, 1888, appropriated \$276,619.75 to be paid to the Chinese government “out of humane consideration and without reference to the question of liability therefor, as full indemnity for all losses and injuries sustained by Chinese subjects within the United States at the hands of the citizens thereof.” Chang Yen Hoon, envoy extraordinary, receipted for the solacing sum and sent it home, but the Government of the United States never was informed how the money was distributed, nor what part of it was paid to heal the wounds inflicted by Tacomans. This \$276,619.75 was designed to cover all claims growing out of the anti-Chinese movement in the West; except the Rock Springs, Wyoming, affair for which Congress had in 1887 made an appropriation of \$147,748.74, which, like the one that followed it, was punctuated by a spirit of generosity rather than by the dimensions of an exact justice. Congress probably reflected the general eastern opinion, which was that we were so fortunate in escaping the serious anger of China that it was no time for the particular weighing of equities.

## CHAPTER XXXIII

1886—GEORGE FRANCIS TRAIN TO TACOMA'S AID—BUILDING OF NORTHERN PACIFIC OFFICE HEADQUARTERS—PROHIBITION DEFEATED—HOUSE-NUMBERING ORDINANCE—SEATTLE AND TACOMA FIREMEN CONTEST—PEOPLES PARTY ENTERS ARENA—EZRA MEEKER A CANDIDATE FOR CONGRESS—STEELE'S 306 VOTES—THE SHOOTING OF AN EDITOR—MAN TARRED AND FEATHERED—BENNETT ASKS FOR STREET CAR FRANCHISE—EQUAL SUFFRAGE LAW OVERTHROWN.

The first weather forecast in Tacoma was wired to E. N. Fuller, the local observer, January 11, 1886. The weather at this time was very windy and there was about a foot of snow on the ground. But in spite of unusual weather, excitement went to a high ebb when on January 21 the news came that Nelson Bennett had closed a contract for driving the Stampede Tunnel.

At this time the Ledger was filling a column a day with the "Vander-Billion Psychos" of George Francis Train. This eccentric and brilliant man was then in New York and he had taken up the cause of Tacoma with the same enthusiasm which he had taken in Omaha some time before. While his poems and philosophizings now seem to be almost without rhyme or reason, they had a great audience in their day and the fact that he had turned his talent to the support of Tacoma was a pleasing incident in this city's history. Some persons have given to Train the credit of naming Tacoma "The City of Destiny," but Editor Julius Dickens of Steilacoom had employed almost the identical expression long before. Immediately upon hearing that Bennett had closed a contract Train sent to him a telegram reading, "Bore, Bennett, Bore! Bore, Bennett, Bore!" This couplet had a popularity that became national. Bennett, who less than ten years

before had been a teamster, at once threw into the tunnel work all the enthusiasm of his resourceful and resolute personality. To reach the site of the tunnel, supplies had to be carried overland for many miles from both sides of the mountains and at the site heavy machinery had to be hoisted with cranes up the declivitous mountain side. In order to carry the heavy machinery to the tunnel, plank roads had to be laid until snow was reached, and skids were employed. When the working force first went to the mountains the snow was from six to ten feet in depth. Before a wheel had been turned or the machinery put in motion \$125,000 had been spent. There was difficulty in getting white men, and Bennett, though opposed to the employment of Chinese, was compelled to use them.

Simultaneously the building of the railroad from both east and west toward the summit began and was pushed with impetuous speed.

Preparations were being made for the oncoming transcontinental line and the Northern Pacific Railway was preparing to lay its tracks around the head of the bay. A few days later a site was made ready for the railroad headquarters building at South Seventh Street and Pacific Avenue. The company had tried to procure lots south of Seventh Street but the owners wanted more money than the company was willing to pay and it then decided to build north of Seventh, provided the city would vacate twenty feet of Seventh Street in order to make room enough for the building. This vacation was permitted and work immediately began.

The design for the headquarters building was drawn by Charles B. Talbott, who for about eight years was the railroad architect. He had planned the great coal bunkers. In later years he figured prominently in water and mountain affairs. On one of his twenty-two trips to the north side of Mount Tacoma he found a spot on Mount Tolmie where he hoped that a hotel might be built, as the lights of Tacoma and Seattle and Hoods Canal were visible from that point. On one of his visits to Stampede Tunnel he found, a mile from the entrance, a fossil stone, bearing the imprint of what appears to be a beech leaf. Mrs. Talbott gave this interesting specimen, as well as many

other mementoes of her husband's activities to the State Historical Society.

The officers of the Pacific National Bank, which opened in January, were C. P. Masterson, president; L. R. Manning, vice president; T. B. Wallace, cashier; W. D. Tyler, J. P. Stewart and the officers were the directors. The officers of the National Bank of Commerce, also a new concern, were: F. M. Wade, president; J. C. Weatherred, vice president; A. F. McClaine, cashier. These with J. M. Buckley, C. Catlin, A. C. Campbell and John Burke composed the directorate. The Tacoma Trust and Savings Bank had been organized with Walter J. Thompson, president; Nelson Bennett, vice president; W. B. Allen, cashier. Its incorporators were M. F. Hatch, Bishop Paddock, M. J. Cogswell, C. S. Barlow, A. C. Smith, G. F. Orchard, Rev. William H. Sampson and Jesse M. Allen.

At the May election the Chinese question again figured. The nominees for mayor were Jacob Mann, T. L. Nixon, and F. T. Olds. The republican party was in difficulties from the beginning, several of its nominees withdrawing just before the election. Jacob Mann was the anti-coolie candidate and he received 632 votes. Olds received 400 and Nixon 396. A few days later the election of clerk came before the council with Meade and Rapier as the candidates. Rapier had been prominent in the anti-coolie movement. Meade had been city clerk and school clerk for some time. He was reelected.

June 28 at a special election prohibition was defeated by 604 votes. The total vote cast was 1898. The battle had been carried on mostly by the women.

Indications of an enlarging prosperity were shown by the establishment here of the northwestern distributing agency of the Standard Oil Company July 6, and its first shipment was three cars of oil. Engineer C. O. Bean announced plans for the diking of the tideflats for the recovery of 175 acres. Smith & Cogswell were grading C Street from St. Luke's Church to Division Avenue. Southward the work already was completed to Jefferson Avenue with 12-foot sidewalks. Contracts amounting to \$27,000 were let to J. D. Rainey & Sons for the first substantial buildings for the asylum at Steilacoom.

March 5, the council passed a house numbering ordinance, a subject which had been under discussion for nearly ten years. Campbell & Powell, David Levin, Chas. B. Wright, W. B. Blackwell, Isaac W. Anderson, Meyer Kaufman and L. Wolff were building business blocks on Pacific Avenue. John S. Baker was building a \$7,000 residence on C Street. G. B. Kandle was building a residence on A Street. It still stands just north of the Fuller Paint Company's establishment. The Ouimette residence on the northwest corner of Tacoma Avenue and Second Street had just been completed. February of '87 was bitterly cold for a few days, ice four inches in thickness being formed on the lakes and for a few days a heavy snow lay on the ground.

Between January and July, forty-nine residences, twenty stores and two churches were built at the cost of nearly \$400,000. One of the churches was the first Christian which stood on the east side of E Street south of Thirteenth Street. Its dimensions were 28 by 50 feet. It had a 60-foot steeple and it cost \$2,000. It had seating capacity for 200 and its building committee consisted of T. J. Sweeney, J. H. Lotz, and Mrs. Belle Mann. July 5 Nelson Bennett bought the Ingalls residence and decided to live in Tacoma.

The celebration on the Fourth of July centered around a contest among the hose companies of Seattle and Tacoma. This was a form of entertainment nationally popular for many years. One of the tests was to run 600 feet, lay 50 feet of hose and throw water. Tacoma Union Hose Company won the prize, which was \$200. Seattle No. 2 and the Tacoma Champions divided the second prize. Seattle No. 1 was ruled out on account of improper coupling, and Seattle No. 2 was set back one-quarter of a second for a similar reason. The winner's time was  $37\frac{3}{4}$  seconds. The hook and ladder test required a run of 660 feet, and place and scale a 20-foot ladder. Seattle won this in thirty-five seconds, with Tacoma only one second behind. The prizes were \$100 and \$25. In the team run of 660 feet Seattle No. 2 won in  $27\frac{1}{2}$  seconds. Tacoma's hose companies had been well developed by this time. The organizations were:

Commencement Hook and Ladder Company, organized October 20, 1883—C. A. Darmer, secretary; J. H. Lotz, treas-

urer. Foreman, Chas. Langert; first assistant foreman, T. J. O'Mara; third assistant foreman, J. D. Scholl. Chas. Aitkens, P. R. Bowman, H. R. Barbour, Geo. Eckert, Thos. Daugherty, O. C. Gunderson, Jos. Klee, Geo. Kiehlmeyer, Julius Kley, John Laumeister, Ottamar Longlots, W. S. Lamay, A. J. Lynch, O. A. Molinda, G. A. McGouldrick, J. B. Mamlock, A. J. McLaughlin, H. Wyman, C. I. Olsen, A. Peacock, M. Pendegast, C. Poetz, J. Ralph, A. Raduenzel, D. Stegman, G. S. Smith, I. Wickland, J. Johnson, G. Brigman.

Active Hose Company No. 1, organized March 4, 1885—W. P. Sundberg, captain; Jonathan Spencer, assistant secretary; A. McCulley, treasurer. D. McDonald, Frank Leopold, C. T. Uhlman, Peter Ross, O. J. Anderson, Geo. Gunn, S. D. Garrison, Chas. Berg, Geo. Buchanan, Theo. Mohrbacher, Ben Spencer, John Forbes, Chas. Stone, Jr., Peter Westlin.

Alert Hose Company, No. 2, organized March 4, 1885—A. U. Mills, captain; A. F. Hoska, assistant secretary; A. McCulley, treasurer. S. A. Prindle, A. E. Wilson, M. Swamp, A. B. Smith, W. D. McGee, E. O. Fulmer, Charles McAtee, R. Roediger, F. H. Sotzen, C. Packscher, L. A. Klein, C. E. Marble, A. J. Whitman, S. E. Parker, C. E. King, Fred Taylor, Geo. Powell, L. A. Powell, Oscar Macy, C. S. Lockwood, H. P. Hart.

West Side Hose Company, No. 3, organized August 28, 1885—George Geyer, captain; G. S. Smith, assistant captain; George Arkley, secretary; E. S. Greer, treasurer. M. W. Greer, R. E. Fuller, F. Houghton, I. F. Beals, B. Deeringer, E. L. Benton, J. H. Robb, Joseph Fernandez, James Wickersham, S. H. Laumeister, M. Brotton, W. W. Brown, John W. Berry.

Eagle Hose Company No. 2, First Ward, organized July 30, 1885—J. H. Fuller, president; A. J. Hunter, vice president; H. M. Lillis, secretary; A. L. Whipple, treasurer; John Farrell, foreman; S. J. Murphy, first assistant foreman; A. Wolf, second assistant foreman; James Farrell, steward. John N. Fuller, A. J. Hunter, D. B. Hanna, A. J. Whipple, A. M. Lillis, John Farrell, S. J. Murphy, Gustave Wolf, James Farrell, S. C. Howes, Charles Seymour, J. R. Torres, L. Wold, A. Howe, Charles Kittle, Howard Wilson, Miles Darcy,

A. Walters, Walter Rector, James Murphy, Floyd Steels, Fred Neitzel, Fred Babcock, Fred Duncan, Charles Johnson, R. Feitge, Ned Glenfield, Robt. Bruce.

There were in the department four hose carriages and two hook and ladder trucks. Active Hose Company No. 1 had 700 feet of hose; Alert Hose Company No. 2 had 700; the West Side Company No. 3 had 600; and the Eagle Hose Company No. 1, of the First Ward had 800. The First Ward had one hook and ladder truck, and there were members enough in the hose company to man the machine. In the year just passed the city government had put in forty hydrants. The pressure varied from 62 to 100 pounds to the inch, and the average pressure along Pacific Avenue was 70, which was sufficient to throw an effective stream over the highest building on the street.

A few days after its exercise on the Fourth the department had an opportunity again to show its skill at actual fire fighting, when the Caughran & Knatvold tub factory, on the Old Tacoma waterfront, burned with a loss of \$12,000. Efforts to quench the blaze revealed the fact that the water tank had been emptied, the fire hose cut and the watchman was drunk. It was the third time that the mill had been fired within a short time.

In August, 1886, the peoples party held its county convention in Tacoma with A. Urch presiding. This was the first appearance on the local political stage of this great popular movement, which in the years to come, was to remake the political map of Washington. The following month the state convention of the party was held here and promulgated one of its characteristic platforms. The platforms of this party usually were well written and the one adopted in Tacoma was even above the ordinary in its diction. No wonder the masses listened when they read its picturesque opening sentence:

“The peoples party announce this intention—that, when bad men and drones combine, the industrials must arise or they will fall a pitiful sacrifice in a contemptible struggle.”

A few days later the first republican territorial convention to be held in Tacoma met, with Chas. M. Bradshaw of Jefferson County as chairman; E. F. Wilson and Allen Weir, secretaries. There had been much fear on Tacoma's part that the large dele-

gation from King County would attempt to control the meeting and quite ample preparations were made to circumvent that possibility. Squires of Seattle, Bradshaw and others were presented as delegates to Congress. Squires was the King County man. On the first ballot he had ninety-four votes, Bradshaw had none, but on the ninth ballot there was a break and general stampede to Bradshaw led by Tacoma forces. The Seattle men tried to show that it was they who had led the stampede and for some time the papers of the two cities were filled with the quarrel. Before the campaign had progressed very far an attempt was made to organize an anti-coolie movement and it went far enough to nominate county officers. However, most of them withdrew as it seemed to be an attempt to play a political trick.

Ezra Meeker had announced his candidacy for Congress but got out of the race when A. S. Farquharson came forward with the promise to follow him over the district, if he were nominated, denouncing him. Meeker had opened headquarters in the Tacoma Hotel. Farquharson followed him there and met Vorhees, democratic candidate for Congress, and he informed Vorhees that he was prepared to pursue Meeker to the bitter end, and from the stump and through the press, would amplify testimony that had been taken in a land case in Olympia. Farquharson had settled in Puyallup (which he is said to have named) in the late '70s, and established a large barrel factory. He and Meeker soon clashed. They had rival stores. They built rival water works, squabbled over land, and wasted considerable sums of money in their contests. Farquharson says that, some time after Meeker had withdrawn, he sought to make peace, but Farquharson recalled a remark which he (Meeker) had made in the course of their sharply contested land case, in which Attorneys Frank Clark of Tacoma and Thomas Burke of Seattle figured. Meeker had said: "I'll fight you till hell freezes over!" Farquharson retorted, "I'll meet you on the other side!" When Meeker came bearing the olive branch, Farquharson reminded him that he then was "meeting him on the other side," and he added: "You never shall go to Congress as long as I live." Farquharson is still living, and he is still on Ezra's trail.

At the November election, Bradshaw defeated Vorhees.

J. P. Stewart and Walter J. Thompson were elected to the Legislature. B. W. Coimer was made prosecuting attorney. Col. Jas. M. Steele was elected to the Legislative Council by 306 votes. It was a curious coincidence that he weighed 306 pounds and that he was a member of the famous band of 306 that stood with General Grant in the Chicago convention in 1880 after Conkling's famous speech.

Chaplain R. S. Stubbs, who long had labored among seafaring men of the Northwest and who frequently had come to Tacoma to minister to them, became a citizen of this city in 1886, and at once he and his wife became leaders in church and benevolent work, Chaplain Stubbs' first duties, of course, centering in the Seamen's Friends Institute. Chaplain Stubbs is still among the living and he continues to participate in religious endeavors, though he has reached a green old age. Both he and Mrs. Stubbs exercised a wide and lasting influence throughout the Northwest.

In the fall of '86 the Evening Telegraph had been started, its incorporators being J. B. Cromwell, H. R. Cox, and Isaac Durboraw. The News at this time was owned by Richard Roediger, William McIntyre, Allen C. Mason, W. A. Berry and James Wickersham, they having bought out George R. Epperson, who had bought it from Patrick. Epperson left the newspaper field under a cloud. The News and the Ledger were fighting most of the time and Radebaugh, owner of the Ledger was given the credit of starting the Evening Telegraph in the hope of destroying the News, but it did not last long.

Sam Wall had been editor of the Telegraph. He had come to Tacoma two years before and had been with both the News and the Ledger. One day the News printed an eight-line editorial cruelly attacking Wall's character. Wall went to the News office the next day and shot at the editor, Herbert Sylvester Harcourt. Wall used a pistol of the smallest caliber and its bullet was deflected by a piece of steel in Harcourt's cravat. Stuart Rice was in the News office at the time. Wall approached Editor Harcourt with the remark: "I've come up to kill you!" "I hardly thought that," replied Harcourt with a smile. Wall then fired. City Editor Boise, W. A. Berry and William McIntyre seized Wall and his pistol again was discharged in the strug-

gle, slightly wounding Boise. Berry then attacked Wall with a window shade roller, pursuing him through the streets for some distance and beating him badly. Wall was arrested and was released on \$7,000 bonds signed by Leigh Hunt, of the Seattle Post-Intelligencer, and Walter J. Thompson. Wall at that time was the Tacoma correspondent of Hunt's paper and both the News and the Ledger charged him with writing against the welfare of Tacoma, and this is what finally led to the brutal paragraph penned by Harcourt. Wall's case was continued from time to time, Harcourt left the country, and finally the matter was dropped, the community and the officials feeling that Wall at least had obeyed the "unwritten law."

One scarcely can realize the intensity of the bitter feeling existing between Tacoma and Seattle. The papers were full of it. The orators were preaching it and it even reached the pulpit. Anything either community could do to damage the other was done. A reflection of this feeling was seen in a sign which Cook & Clement, real estate dealers, put up in Tacoma. The sign read, "Seattle, Seattle, Death-rattle, Death-rattle."

Wall was born in Pittsburg in 1858 and his first newspaper experience was on the Pittsburgh Leader. Later he joined with W. W. Clark, who was known as "Gilhooly" and "Frisby," in the publication of a humorous paper which soon came to a pathetic end through the death of Clark. Wall came to Tacoma to become city editor of the Ledger, and after years of hard work and adventure which carried him to many parts of the world, he returned to Tacoma about three years ago, wrote editorials for the News for a time, then struck out for Mexico on a small sailing vessel outfitted in San Francisco for the purpose of making moving pictures of war scenes. This expedition was not a success, and Wall returned to Tacoma and became editor of "What's Doing," a weekly published by Stanley Bell, and to this publication he gave a state notoriety in a short time by renewing the contest to eliminate the name "Mt. Rainier." His slogan was: "Let's take the curse off the mountain," an enterprise which his persistence has finally placed before the commercial and other organizations of both Seattle and Tacoma. Wall is now with the Tacoma Times.

One of the most brutal incidents of the history of the city took place on October 2, when one Chas. Starkweather was tarred and feathered by three men who broke into his shack in Old Tacoma, carried him out, stripped him, covered him with tar and feathers, the latter from his own pillows, then threw him into the bay. He was taken out more dead than alive and carried into a saloon. Solicitous persons covered him for a while with old sacks and the Indian woman with whom he lived finally took him across the bay in a canoe to escape the threats of his enemies. Starkweather was a white man, and his assailants falsely accused him of having attacked his Indian woman. He suffered terribly in the cold and when finally returned to Tacoma he was more nearly dead than alive. His assailants were arrested and after a long delay were brought to trial.

The city was just then much interested in the building of the East and South schools. The contract for the East School was let to Knoell & Bragonier for \$2,274 and the South School to Casebolt & Tomley and called for \$3,765. The East School is now known as the Hawthorne School, and the South School as the Longfellow, the school board deciding in the spring of '89 to name buildings after American authors. But in later years other boards deemed it wise to use the names of Presidents.

The Postal Telegraph line came in in October, 1886, and in a short time John M. Bell became its first manager.

Before the council at that period was the application of Nelson Bennett for a street car franchise. Allen C. Mason had applied some time before for the franchise and later had joined his efforts with Bennett. Their appeal then became a subject of discussion which continued for many months, there being considerable opposition to the plan of using horses as motive power. The public wanted electricity. Bennett finally withdrew the franchise but later reinstated it, and January 8, 1887, it was passed after having been twice passed over Mayor Mann's veto. The franchise called for tracks on Pacific Avenue from Jefferson to Ninth, then to C Street, following C Street to Tacoma Avenue and out that street to McCarver Street and to Old Tacoma. The council dilly-dallied with the question still further when Bennett and Mason sought to have the ordinance

amended to permit them to use electric motors instead of horses. Months of controversy followed. Councilmen accused Bennett and Mason of insincerity, saying they did not intend to build a line, though their material then was on the way. The electrical enterprise was given up by the promoters after they had sent Engineer P. O. Bean East to make a study of motors and transmission, as Bean reported that electrical current could not be carried more than three miles with economy. In thirty years science has learned how to carry it scores of miles. Mason and Bennett had procured water rights on Chambers Creek, where they intended to have a hydroelectric plant whose product was to propel all the street cars of the various lines they expected to build. That scheme was deprived of its underpinning by the Bean report. Then there was some discussion of steam motors, or dummy engines, but there was opposition from the merchants who feared cinders and soot. The power question therefore reverted back to the mule. Bennett and Mason furnished all the money for the Pacific Avenue and C Street lines. They placed no mortgages and issued no bonds. Both of them had almost unlimited credit.

When on February 3, 1887, Judges Turner and Langford of the State Supreme Court declared the woman suffrage law unconstitutional, there was a wave of indignation throughout the state scarcely equaled before or since.

The judges invalidated the law on the ground that the title was defective. Judge Green dissented. The matter came before the court in the case of Jefferson J. Harland, a gambler who had been indicted and convicted in Pierce County for fleecing one J. C. Livensparger out of \$610 in a dice game. Some of the members of the grand jury which indicted him were women. Elwood Evans was attorney for Harland and he carried the case to the Supreme Court, not particularly on the question of the right of women to serve as grand jurors, but he was urged by the judges to discuss the case from that standpoint.

Evans finished his argument on a Monday afternoon and the court's decision, embracing 15,000 words, was handed down the following Thursday morning. Immediately the question was raised, how could an opinion of such a length have been prepared

in so short a time? The public believed the opinion had been made ready before the case was argued. The decision was most bitterly denounced all over the state. The people believed that the Supreme Court was dealing in trivialities and that upon a mere quibble an important law had been overthrown. It resulted in the severe denunciation of the two members of the bench and in drastic criticism of the federal judiciary and re-aroused, with much greater tension the determination to make a state of the territory as quickly as possible.

A sidelight on the case is that Harland's wife procured a divorce from him on the ground of his conviction. About a year later he undertook to marry another woman in Portland and the question then was raised whether the divorce was effective, the Supreme Court having set aside his conviction. Harland, however, was not seriously disturbed by this contention and proceeded with his matrimonial designs.

Electric lights were first turned on in the streets of Tacoma December 26, 1886. The current was generated by a small water power plant in connection with the Tacoma Light & Water Company's pumping machine in Galliher's Gulch. The first machinery was not efficient and there was much complaint over the failure of the company to meet the public expectations. The street lights were sold for \$12 a month, but the proud little community had to have a few. In March of 1887 commercial arc lights were furnished; rate to midnight, \$10 a month; all night, \$14. Meantime the gas business had been developing rapidly. The first gas range did not come to Tacoma until April, 1891. It was put on exhibition in the company's offices at 915 Railroad, now Commerce Street, and hundreds of persons went to examine it. The increasing business of the concern caused the consolidation of the electric plant with the gas plant on the present site of the gas works at Twenty-first and Dock streets.

A. J. Littlejohn, who came overland from Indiana in 1852 at the age of eight years, took over Oakwood Cemetery, platted it and began selling lots. He had been in the undertaking business for some time, though when he first came to Tacoma, in 1878, he was a carpenter, and while stumps still stood in Pacific

Avenue he constructed some of the pioneer store buildings. When he took over the land for the cemetery from John Rigney he found a number of unmarked graves in the tangled brush. In earlier days they had been buried and forgotten.

## CHAPTER XXXIV

1887—SWITCHBACK BUILT OVER THE CASCADES—WOMEN DRIVE LAST SPIKE—NICHOLAS LAWSON SENT TO MOUNTAIN—FIRST TRAIN CROSSES—TACOMA'S GREAT CELEBRATION—RILEY AND "JACK" IN A NIGHT CONFLICT—MERCHANTS' ASSOCIATION FORMED—NEW HOSPITAL BUILT—WENDUR COMES FOR WHEAT—NEW HOSPITAL AT FORT STEILACOOM OPENED—UNITARIAN CHURCH BUILT—WOMEN AGAIN GIVEN THE BALLOT.

Hope and enthusiasm received an even greater impetus when on March 25, 1887, Vice President Thomas F. Oakes announced the intention of the Northern Pacific Railroad to build a switch-back over the summit of the Cascades and not wait for the completion of the tunnel to bring the transcontinental line directly to the Sound. Tacoma celebrated. They hauled out two 24-pound guns and fired them again and again. One of these guns was from the old Russian ship *Politkofsky*, which had come to the United States with the purchase of Alaska. The *Politkofsky* was a small gunboat and had been taken to California where she was sold to Meiggs, of the Port Madison Mill Company, and later on W. C. Wallace, superintendent of that company, had sent the gun to Geo. O. Kelly in Tacoma in 1878, to celebrate another great occasion—the opening of the coal road. On the trunion of this old gun appeared the legend "Acres, 1850." It fired a ball weighing 24 pounds, using four pounds of powder. It weighed 2,200 pounds and was mounted on a wooden carriage with four cast iron wheels. Kelly some years later gave the historic gun to the Ferry Museum, and it now guards the doorway of the State Historical Society's handsome building. The *Politkofsky* was built in Alaska. It is asserted that her machinery was made there out of copper by

the patient Russian workmen, who mined and smelted it, and worked it into boilers and engines, and that the vessel later made a trip to San Francisco where her copper machinery was sold for a sum sufficient to refit her and to pay for the entire cost of her construction besides.

More than two thousand men were employed on the tunnel and switchback, and the rapid progress made on both of them gave promise of direct connection with the East much sooner than the sanguine had predicted. The first track was laid on the switchback March 28, and the last spike was driven at 6:02 P. M., June 1, 1887, on the summit of the mountains. Assistant General Manager J. M. Buckley was master of ceremonies and Mrs. H. S. Huson, wife of the assistant engineer, broke a bottle of champagne over the last spike. She and several other women tapped the spike with the heavy hammer, though Mrs. Huson missed it the first time. Buckley delivered the finishing strokes, and each blow was registered in the St. Paul offices, as an operator stood near by with his instrument and he struck his key each time the sledge fell. This was indeed the final spike. It was not the golden "last" spike which Villard had driven in Montana several years before amid banquetting and a vast publicity, but in reality the final spike that tied to its bed the last rail connecting Puget Sound directly with St. Paul and the East.

Tacoma was beginning to realize upon her patient expectations. The next step on her program was to celebrate, on a lavish scale, the consummation of her dream, and the date therefor was set for July 4. Isaac W. Anderson was made chairman of the committee on arrangements. They set about the formulating of a program which, even in her later and greater days, Tacoma scarcely has equalled. They filled the mails with handsome invitations to the leading business and professional men of America. Replies of acceptance or regrets soon began coming. Some of these were from President Cleveland, Bill Nye, Jay Cooke, General Gibbon, Postmaster General Vilas, Roscoe Conkling, Admiral David Porter and Kate Field. It became evident very quickly that an enormous crowd would attend the celebration, and that the switchback was attracting national

attention. Many persons came from great distances to travel over it on the first train. Among those who came was Hon. T. L. Stiles, for many years prominent in northwestern affairs.

Mrs. T. L. Nixon was the first woman who came over the switchback. The first train to arrive in Tacoma by the new route came June 6. It consisted of a baggage car, caboose and immigrant car. June 7, a train of parlor cars carrying C. B. Wright and party came across.

Nicholas Lawson had been sent up to superintend the switchback. His first task was the practical rebuilding of it, as the contractor had constructed it while the snow was on the ground and the earth frozen. The spring thaws left it dangerous. When trains began running over it Lawson had general charge. The conductor who managed the trains was Arthur D. Sweet. Great responsibility rested upon these men. At Martin on the east side and Stampede on the west, the special mountain engines superseded the locomotives of the lower levels, and the crews gave way to the crews especially picked for the hazardous journey of eight miles over the summit. A decapod of 224,000 pounds and a "hog" of 90 tons could haul five passenger coaches, or five loaded freight cars, over the eight miles in an hour and fifteen minutes, if all went well. There were three switches on each side of the mountain, and on the summit was a great double horseshoe curve. Each train had a front and a rear locomotive. The grade was 297 feet to the mile. Airbrakes and handbrakes were used, and the locomotives were equipped with waterbrakes, which were of incalculable value.

The switchback was regulated by the strictest of rules. By use of the telephone the trains were blocked across the mountain. At each switch a switchman received receipt for the passing train. There was a brakeman for every two cars. Speed was kept at a minimum. Equipment was inspected minutely and frequently. The automatic air was used in ascending and the straight air in descending, but the rules instructed the men not to depend upon the airbrake, but to keep the handbrakes in good order at all times and to use them.

All was working smoothly when the first regular overland train left Tacoma for the East at 1:45 P. M., July 3. Richard

Walsh was the conductor and C. W. Mock was baggage and express agent. Their run was to Pasco. The train consisted of four coaches and they carried twenty passengers. A cannon thundered from the bluff and crowds cheered as the train moved out. At 7:15 that same day the first regular westbound train arrived here, about seven hours late. It consisted of 13 coaches and it carried 600 passengers. The transfer of this heavy train over the switchback was a great task and caused much delay. Most of the passengers were from eastern Washington and Idaho. They came West to see the switchback, and to celebrate with Tacoma the completion of the line. They, too, were welcomed by the voice of the old cannon on the bluff and by the cheering multitude. By the morning of the Fourth the town was so full of visitors that the stores filled their aisles with cots for their night accommodation.

A great triumphal arch spanned Pacific Avenue at Eleventh Street, with American and British flags intermingled, a special honor to H. M. S. Caroline, which had come to take part in the festivities. Her commander was Sir William Wiseman, who had given to Gilbert and Sullivan the groundwork for their famous opera, "Pinafore." The stores were covered with flags, and some of them had gone to heavy expense to construct spectacular effects. Gross Bros. had an engine above their door, and from the stack of it poured billows of smoke.

On the site of the Stadium High School a pavilion was built to hold 6,500 persons. Its stage seated more than 200. All this was none too large, for there were no fewer than 18,000 visitors here that day.

On the Fourth there was a great parade, with Col. J. C. Haines as grand marshal. The military, lodges, firemen from several Northwest cities, bands and other organizations took part, and there were many wagons filled with from ten to twenty Indians each. A feature of this section of the parade were sixty little Indian babes at their mothers' breasts. Gen. Marcellus Spot led the Indians.

At the pavilion a chorus of 100 voices and a great orchestra, all under the direction of Governor Laughton, opened the exercises with "Gloria," from Mozart's Twelfth Mass. The Caro-

line then fired 21 guns as a mark of respect to the Republic and to Tacoma, and immediately a serio-comic aspect was given to the proceedings, as the very next number on the program was the reciting of the Declaration of Independence by Miss Florence Mollinelli, a western actress of much ability and great popularity. She had memorized the immortal document and she delivered it with great feeling, hurling at King George the best irony that was in her. The British commander and his officers, stiffly sitting on the stage, immediately became the cynosure of some 6,000 pairs of eyes. If the Britishers had up and marched off the stage few in the vast audience would have been surprised. As Miss Mollinelli proceeded she grew more and more intense. The audience cheered again and again, and with each round of applause the solemn British officers pounded the stage with their scabbards, as if they too were happy over the scoring that a dead English king was receiving that day from the vivacious actress.

Governor Semple was the orator of the day. Major Hendershot, "the drummer boy of the Rappahanock," and his son, were introduced to the audience and the major gave an exhibition of his art. Mayor James Fell, of Victoria; Mayor McLean, of Vancouver, B. C.; Vice President Oakes, of the Northern Pacific; C. B. Wright and other notables were on the stage.

That night there was a great illumination. Chinese lanterns had been suspended the whole length of Pacific Avenue. There was a torchlight parade and elaborate fireworks. Burning torches illuminated the Caroline.

For three days the festivities continued, with athletics, shooting matches, horse races and firemen's contests. Eagle Hose Company of Old Tacoma won the "wet test" in 38½ seconds. The "wet test" consisted of running 660 feet, connecting with a hydrant and throwing water. The "dry test" was won by a Vancouver, B. C., company in 42½ seconds. A squabble arose in the firemen's contests over the right of Struve, one of the Seattle firemen to participate, it being charged that he was a professional runner, which in fact he was. Some two years before he had run a race in Tacoma with Halstead, and had carried a 50-pound sack of flour on his shoulders as a handicap.

There was much conjecture over the question of winter

travel over the switchback, and as a precaution Lawson built two enormous wooden plows. With five locomotives coupled together and a plow at each end, he undertook to drive through and was making fair headway when Division Superintendent Cole came up and boarded the train. He was horrified at the speed the outfit had to develop to "buck" the drifts, and he unceremoniously ordered the road abandoned until two Leslie rotaries should arrive from St. Paul. The wait continued for ten days. These rotaries were the first ever built and they, too, attracted national attention. Stories of how they ripped through the immense drifts were read all over the United States. With all its dangers the switchback never cost a life, though two wrecks occurred. A locomotive got away and dashed down one leg of the switchback and into two carloads of powder. The powder was frozen and did not explode. But locomotive and cars were demolished. An attempt was made to put one of the Mogul engines of 60 tons over the summit, with a car of lumber. The engine began slipping, soon was beyond control and at a curve on a trestle leaped into a canyon some seventy-five feet below. One of Conductor Sweet's difficult tasks was that of putting over the summit Cole Brothers' circus, which was done without mishap. The locomotive engineers who worked on the switchback were John Benson, Jas. Foster, Harry Eldridge and Bob Brothers.

The summit was 3,664 feet above the sea, and 1,150 feet higher than the west portal of the tunnel, and 1,123 feet higher than the east portal. The altitude of the tunnel is 2,800 feet. The switchback grade was 296 feet to the mile.

The completion of the switchback turned gloom into prosperity. Perhaps the experience of the Tacoma Hotel was, generally speaking, the experience of other business institutions. The Tacoma Hotel had about 100 guests daily the first summer after it was completed, but through the winter the number dwindled to a score, and in the spring of '87 it had diminished to ten, and there were then just five times as many employes as guests in the handsome establishment.

Among the attractions of the community in those days was "Jack," a bear whose habitat was a cage in the rear of the hotel,



CELEBRATING THE COMPLETION OF THE CASCADE DIVISION OF THE NORTH-  
ERN PACIFIC RAILWAY, JULY 6, 1887

The large structure was the Chamber of Commerce Building



and whose forays gave to him and the town a national renown. Stories about "Jack" appeared all over the country. Now and then the bear would break out of his enclosure and walk into the hotel; or perhaps he would go for a walk through the business district. One night, dragging his chain, he waddled over into Pacific Avenue and up the carpeted stairway of a lodging house where his fumbblings soon awakened the frightened proprietor and his guests, whose shouts attracted a police officer. That official refused to meddle with the animal and hastened to the Tacoma Hotel to awaken M. J. Riley, the steward, who was indeed about the only person who could manage "Jack." Riley, however, could not induce the brute to descend the stairs. The usual forms of bribery availed him nothing and manhandling seemed only to increase his stubbornness. Riley finally thought of "Jack's" fear of a barrel and one was procured. As Riley rolled the cylinder down the hallway the bear moved toward the stairs, and started down slowly. When Riley reached the steps he lost control of the barrel and it rolled down upon the bear, and the terrified animal ripped the stair carpet away from its fastening from top to bottom, depriving Riley of his footing, and bear, barrel, Riley and carpet landed on the sidewalk, much intermingled.

The pleasant summer evenings again drew attention to the long hours kept by the merchants and July 11th an agreement was made by which the stores were to be closed at 8 P. M., and on Sundays. A merchants' association had been formed with S. M. Nolan as president. Nolan was a progressive and prosperous merchant and he had just built a fine residence on St. Helens Avenue, just north of Sixth Street, with terraces and an iron fountain. The merchants belonging to the association and signing the agreement were S. M. Nolan, H. D. and M. E. Thomas, John S. Baker & Co., D. A. Powell, H. Isaacs, Charles Reichenbach, Turrell, Eggert & Co.,—which under the name of Turrell Bros., still is in business in the same place—F. G. Runge, Taylor & Hare, Kaufman & Berliner, Dickson Bros., Gross Bros., Rowland & Hotchkiss, H. Hohenschild, S. Isaac & Bro., John Macready & Co. and Hunt & Mottet. The Hunt & Mottet firm had been formed only a short time before. Two building and

loan associations had been formed. J. M. Buckley was succeeded by S. R. Ainslie as superintendent of the railroad, J. S. Howell was building a number of fine houses on D Street north of Ninth, and November 1, 1887, free mail delivery was established. With this the Old Tacoma postoffice went out of being. The Fannie C. Paddock hospital, which for years had been doing a great work, was incorporated by Bishop John A. Paddock, Rev. A. S. Nicholson, father of City Engineer L. A. Nicholson, Rev. L. H. Wells, now a bishop resident in Tacoma, George R. Delprat, J. M. Buckley, J. W. Sprague, W. J. Thompson, H. C. Bostwick, James M. Ashton, Mayor Ira Town, Jacob Mann, Frederick Mottet, George E. Atkinson, W. B. Blackwell and W. D. Tyler, and plans immediately were set afoot for the erection of a new building to cost \$23,000. Up to this time the institution had been in Old Tacoma, at the corner of Tacoma Avenue and Starr Street. It occupied a two-story building that had been a notorious dance hall or "mad house." The shifting of the population and the miserable roads encouraged the friends of the hospital to choose the lots where the great modern hospital building now stands on K Street, a monument to S. M. Jackson and others who provided the money. The hospital cost about \$250,000, the principal donors being William Virges, Anton Huth, Chester Thorne, William R. Rust, S. A. Perkins, William Jones, Bank of California, C. H. Jones, the Griggs estate, Mrs. Robert L. McCormick, John Scott, Robert McCormick, Charles H. Hyde, the Weyerhaeuser Timber Company and Hugh Wallace. The hospital has 150 beds. After while two wings will be built that will almost treble its capacity. Plans are now under way for a nurses' home. The old Fannie Paddock Hospital had 100 beds in a dangerous building. The new structure is as nearly fireproof as possible. It has sixty-four nurses, with Mrs. Rose Settles in charge. W. A. Smith is manager, with a staff of twenty prominent physicians and surgeons headed by Dr. Charles McCreery as an advisory board. This hospital is the only one on the coast that furnishes an anesthetist. This operator is Miss Elysia Thomas, who was brought from Milwaukee. She has administered ether to more than 8,000 patients—a record that can be equalled by few women.

S. M. Jackson, manager of the Bank of California, was the spirit behind the movement that built this hospital. When he was elected president of the old Fannie Paddock Hospital in 1912 it was a surprise to him. The conduct of a hospital was far from his expectations and desires, but he took hold under the pressure of friends who said the institution needed financial direction, and about the first step he took was to send G. H. Raleigh, who lately became assistant manager of the bank, to look over the books, as Jackson, after a very cursory review of them, had concluded that something was wrong. Within a week Raleigh found that a systematic process of robbery had been pursued to the point of bankrupting the hospital. Indeed, it had reached a condition of insolvency. Breaking up the thieving cabal was the matter of but a short time. Some of its members are still resorting beyond the Canadian line for safety's sake. Raleigh introduced new systems, himself standing guard to see to their enforcement, losses soon were turned into profits, and then it was possible for Jackson to place before the business men his plans for a greater institution. His personal popularity had much to do with his success in getting money, but at the same time he was prepared to show that a real need existed, and men like Virges, Thorne and the rest of that company never balk when a real need is shown.

A proposal from the owners of the Williams Cannery in Old Tacoma to reopen it with Chinese labor reopened the Chinese question, though there were few indeed who were ready to welcome the re-entry of the Chinese. Some of those citizens who were most sharply opposed to the expulsion now were outspoken in their antipathy to the return of the Chinese. The cannery-men agreed to employ only half a dozen or so, and house them apart from the whites. The community would have none of it and the effort to reopen the plant failed. It never had been a success, being too far from the fishing grounds.

The community in November, 1887, again suffered from fire when the Tacoma Lumber & Manufacturing Company at the head of the bay burned, with a loss of \$40,000. The Talok Mill, owned by John Carson, on Center Street, had burned only a short time before. The loss of these plants seriously affected

the payroll. The Tacoma Lumber & Manufacturing Company was owned by Paul A. Paulson. He and C. Anderson had established the concern in 1883. Paulson bought Anderson out and called it the Tacoma Planing Mills. Henry Drum later owned an interest in the plant which was important to the town, not merely on account of its payroll of some sixty men, but because it was developing an important industry in buckets, tubs, churns, rollingpins, fish kits, step ladders, butter molds, mantels and stairs, these being sold over a wide area. Mr. Paulson was a progressive and good citizen. He now lives in Spokane. Henry Drum is warden of the state's prison in Walla Walla.

The community just then was preening itself, in spite of its painful fire losses, over the fact that the Polk directory agents announced that the book would contain 5,305 names, which, multiplied by the usual multiple of  $2\frac{1}{2}$ , gave a total population of 12,000. In seven years the population had increased 1,600 per cent as, in 1880, there were 720 persons in the town. The postoffice receipts were \$4,248 greater than in 1884, while Seattle's showed a decrease of \$486.

On Thanksgiving day R. F. Radebaugh plucked a bouquet of roses from his garden and sent it to the New York World, which newspaper was so astonished that it gave the flowers and the climate editorial attention. This corner of the realm was many years in convincing the remainder that it was not blanketed with ice some six months out of the twelve, and unto this day the opinion that it is, prevails in a few benighted spots.

The first fullrigged four-mast ship, the *Wendur*, came to Tacoma December 7, 1887, to load 3,000 tons of wheat. She was of iron, 330 feet in length, 48 feet in breadth, 24 feet depth of hold, and her tonnage, 1,894. Her masts were of iron and she carried a crew of thirty-four. Owing to unusual winds she was twenty-four hours incoming from Port Townsend, in tow of the towboat *Holyoke*. She was under charter to the Portland Shipping Company, and her coming was a signal for a renewal of rejoicing over the progress of the port. Other ships here at this time were the *W. F. Babcock*, *Alex. Gibson*, *Reaper*, *Eurydice*, *Alcinus*, *Memnon*, *Oregon*, *Wrestler*, *Charles B.*

Kenney, John Worster, Seminole, Melrose, Two Brothers, J. B. Walker, Yosemite—sixteen in all. The year's building record embraced 346 structures, thirty of which were brick business blocks and 203 residences, the total value being \$818,007.

The Church of the Holy Communion was formed, taking over St. John's Chapel, on E, near Nineteenth, and calling Rev. L. H. Wells as rector. The vestrymen were L. E. Post, Frederick Mottet, O. B. Young, F. G. Plummer, and J. Rendle.

A function attended by a great many Tacomans was the opening of the new building at the Hospital for the Insane at Steilacoom late in December. The building had just been completed at a cost of \$100,000 by the trustees, Geo. D. Shannon, A. F. Tullis and W. H. Pumphrey. Members of the legislature came up on the steamer Hayward to view the structure, which had been built within the appropriation and with \$80 to spare. Four hundred persons had dinner in the big dining room. Governor Semple was present. Mrs. Frank Allyn and Miss Gussie Sears sang and Stella Galliher played the piano. The asylum band of eleven pieces added to the gaiety of the night which ended at 6:30 the next morning when the last dancer left the floor, and the Tacomans started homeward in their carriages. The occasion was marred somewhat by the failure of the electric light plant in the midst of the festivities. Candles were lighted, but there were not enough and Trustee Tullis sent one McGuire down to Steilacoom for more. McGuire demanded \$19 for his services, and Tullis demurred. A day or so later McGuire went to Tullis' office here in Tacoma and gave him a terrible beating.

The lumber cut in Tacoma in 1887 reached a total of 87,371-141 feet. Eighty-five cargoes had been taken from the Tacoma Mill. Fifty-seven vessels had taken 212,969 tons of coal. The postoffice receipts were \$13,549. The town had thirteen miles of water mains, nine miles of electric wires and 1,225 children in school. The real estate transfers amounted to \$2,078,531. In 1882 they had been \$573,406; in 1883, \$1,392,296; in 1884, \$1,027,911; in 1885, \$667,356; in 1886, \$747,371.

Rev. S. A. Eliot, son of the famous Harvard president, preached the funeral sermon of Mrs. Walter J. Thompson early

in January, 1888, in the Unitarian Church. This was the first service in this church, which now is known as the Tacoma Music Hall. Places of business closed for the funeral and flags were at half mast. Many members of the legislature of which Mr. Thompson was a member, came from Olympia to attend the services. The church was built to seat 225 persons, and had a stage, and a kitchen and Sunday school rooms in the basement. It was the first Tacoma church to affect these modern conveniences, which were due to Walter J. Thompson's promise to help liberally if they were introduced, his idea being to make an all-week possibility of it, instead of a mere Sunday plant. The first services of this sect had been held in Tacoma August 30, 1884, by Rev. G. H. Greer, and the congregation used the Y. M. C. A. rooms until ordered out, because it was not an evangelical body. Bishop Paddock immediately gave to the little congregation the use of the Episcopal school house on St. Helens Avenue, where the Hyson now stands. August 30, 1885, the church was formally organized with fifteen members, and for many years has contributed largely to the intellectual growth of the community.

There was rejoicing among the women, shared by a large number of men who deplored the ruling of the Supreme Court on the equal suffrage law some time before, when the news came from Olympia that the state assembly again had given the ballot to women, the council by a vote of 8 to 3, and the house, 14 to 9. This act rearoused in the editorial columns of the state the bitter criticism that had been directed toward Judge Turner when the preceding law was declared invalid. But the women were not long to enjoy their new privileges as the equal franchise law was wiped out when the territory became a state in 1889.

## CHAPTER XXXV

1888—STREETS LIGHTED WITH ELECTRICITY—PUGET SOUND UNIVERSITY BEGINNINGS—RAINIER NATIONAL PARK RESERVE—SEWER QUESTION DISTURBS COUNCIL—BENNETT BUILDING C STREET CAR LINE—RADEBAUGH'S REAL ESTATE AND RAILROAD ACTIVITIES—A MURDER AND THE MURDERER'S STRANGE ESCAPE.

January 13, 1888, brought one of the most severe storms that Tacoma ever had known. Shipping was seriously delayed by the heavy seas. Damage was done to buildings and wires, and log booms were sundered and scattered. The weather grew bitterly cold, water pipes froze, and vessels were covered with ice to the tops of the wheelhouses.

Early in February the Tacoma Dock & Warehouse Company started work on a new warehouse to double its holding capacity. Long trains of wheat had been arriving from Eastern Washington ever since the completion of the first warehouse in October, 1887. Many cargoes had been loaded and sent to sea, but the company found its facilities still inadequate. The plans provided for a building 450 by 150 feet in size.

After numerous delays, caused by the troubles which arise in the establishment of nearly all new industries, electric current was turned into wires of the arc light system on the evening of February 13 and Tacoma streets presented a metropolitan appearance. The new lights, which were of 16-candle power, were on Pacific Avenue at Seventh, Ninth, Eleventh, Thirteenth, Fifteenth, Seventeenth, Nineteenth, Twenty-first and Twenty-third; on D Street at Ninth, Eleventh and Fifteenth; on Tacoma Avenue at Ninth, Eleventh and Fifteenth and on the railroad wharf, and in Old Tacoma.

When Bishops Fowler and Foss and Rev. J. F. DeVore and

D. G. LeSourd decided, February 23, to establish a Methodist university in Tacoma they not only settled a question which had for some time been prominently before the people of the state, but brought this city to the attention of the Methodists all over the United States.

The articles incorporating the Puget Sound University were filed in the auditor's office March 17 and provided for the election of twenty trustees. The bishop residing nearest to Tacoma, the presiding elder of the district and the mayor, were made ex-officio members, the other eighteen to be elected for three years each. It was provided that a majority of the board should be residents of Pierce County and that all of them should be Methodists. Immediately a meeting was held in the Hotel Tacoma and elected C. S. Barlow, Theodore Hosmer, W. D. Tyler, D. G. LeSourd, J. F. DeVore, W. H. Fife, A. C. Smith, Allen C. Mason, Thomas J. Massey, John S. McMillan, Rufus Willard, F. S. Williams, David Lister, J. D. Caughran, C. P. Masterson, I. W. Anderson, T. C. Sears and W. H. Sampson. Bishop Charles H. Fowler and Presiding Elder H. D. Brown completed the board.

The Methodist conference of 1886 had decided to place the school in Port Townsend, provided that town would raise an endowment fund of \$50,000. This the Port Townsend people did not do and when, at the Olympia conference in September, 1887, the question again was brought up for consideration, Bishops Fowler, Foss and Warren and Revs. DeVore, LeSourd, Loy and Dillon were appointed as a committee with power to choose the site which, in their judgment, seemed best.

The matter had been put before Tacomans in an earnest way at a mass meeting in the Alpha Opera House September 6, 1887, by W. H. Fife, I. W. Anderson and others who had great faith in the community value of the proposed institution. Vigorous talks were made at that meeting by Mayor Town, W. D. Tyler, T. L. Nixon, Rev. Mr. Massey, C. P. Ferry, David Wilson, W. H. Cushing, James Wickersham and others and before the gathering had adjourned a strong affirmative sentiment had been aroused. Fife urged that \$25,000 in cash and \$75,000 worth of land be offered. Seattle was after the institution, and the charge was made there that Port Townsend's offer had not received fair

consideration, though it was pointed out that wholly disinterested men had examined the proffers. Among those who insisted that Port Townsend's \$50,000 bonus was not in substantial values was Rev. A. J. Hanson, pastor of the First M. E. Church in Seattle. The Seattle Post-Intelligencer at once undertook to organize a boycott of Mr. Hanson and other influences sought to have him removed to another field, but when the matter reached the ears of the bishop he promptly reassigned Hanson to the First Church, and then, by way of salting the sore, he sent to Seattle as presiding elder, Rev. Mr. Massey, who was known as the father of the movement to establish the school in Tacoma.

The Tacoma Citizens' Committee which was raising the \$75,000 endowment fund found the people ready to contribute and had no trouble in procuring the pledges for this amount of cash or land, the large contributors being C. P. Masterson, R. F. Radebaugh, Thomas L. Nixon, W. D. Tyler, G. F. Orchard, J. D. Caughran, Allen C. Mason, J. M. Steele, John S. McMullan, I. W. Anderson, David Lister, W. J. Thompson, T. F. Oakes, Peter Irving, and Theodore Hosmer, \$500 each; C. S. Barlow and C. Catlin, \$250 each; Edmund Pierce and Gross Brothers, \$200 each; T. B. Wallace, Jr., McClain, Wade & Company, Stuart Rice, H. C. Clement, Charles Reichenbach, H. D. & M. E. Thomas, John S. Baker, L. E. Sampson, Hunt & Mottet, J. C. Weatherred, M. F. Hatch, A. J. Littlejohn, Ira A. Town, Huntington & Lytle, S. A. Wheelwright, E. N. Ouimette, Edward Huggins, James Wickersham, Charles Langert and Harry M. Ball, \$100 each; Dickson Brothers, D. P. Lewis, E. C. Vaughan & Company, Robert Kahler, William G. Blewett, A. B. Stewart & Brother, Harry Morgan, McKone & Company, Fawcett Brothers, M. M. Taylor, William Page, F. T. French, John Macready & Company, F. S. Harmon, George P. Eaton, L. E. Post, C. L. Hoska, Peters & Miller and W. G. Rowland, \$50 each; H. Hohenschild, J. P. Chilberg and W. E. Robertson, \$25 each; Charles B. Wright, \$10,000.

Large amounts of land were pledged, some of the contributors being W. H. Fife et al., \$34,800; Tacoma Land Company, \$15,000; C. S. Barlow, \$2,300; J. F. DeVore, \$1,000; W. H. Sampson, \$800; E. Sikes, \$700; William Cushman and William

Thompson, \$200 each; C. P. Ferry, \$150; F. E. Eldridge and M. M. Taylor, \$100 each. It was announced that building would begin about June 8th, and that something like \$100,000 would be expended on the first structures.

The committee appointed to raise the fund was composed of Messrs. Nixon, Ferry, Caughran, Mason, Barlow, Wheelwright and Clement, and it did its work rapidly as it was ready in a little more than two months to report that it had raised \$25,000 cash and had offerings of \$50,525 in lands.

The corner stone of what then was expected to be a series of fine buildings was laid September 16, by Bishop Bowman, of St. Louis, assisted by Rev. H. D. Brown, presiding elder of the Tacoma District; Rev. W. H. Drake, presiding elder of the Seattle District, the trustees of the college, visiting ministers and others. When the building reached the third story the college ran out of money. A question over its titles prevented the sale of some of its property. W. D. Tyler led a campaign that made completion of the building possible. In after years this building was sold to the city for \$60,000 and it now is the Logan School. The university then occupied an apartment building on the southwest corner of Ninth and G streets and another building at Tenth Street and Yakima Avenue. A large tract of land, partly donated, was acquired at Lemon's Beach where the hopeful promoters expected to establish a second Evanston, but the dream failed for lack of money.

The university was opened June 16, 1890, with B. B. Cherington, A. M., D. D., president and professor of history and logic; R. S. Bingham, A. M., professor of Greek and Latin and principal of the academic department; Miss E. M. Ladd, A. M., professor of English language and literature and preceptress; W. L. Malone, A. M., professor of mathematics; E. H. Carney, penmanship; Fay E. Wheeler, typewriter; Mrs. Mary E. Gates, B. M., instrumental music; Miss May V. Gibbons, vocal culture; Mrs. Arnold, art. June 24, 1891, the university graduated its first class, the exercises being conducted in the First Methodist Church. The members of the class were Misses Edith Hyde, Bessie Bingham, Gertrude Phipps and Messrs. G. W. Freeman, D. S. Colp, A. M. Hovey and F. M. Halstead.

Later on a church committee determined to amalgamate the University of Puget Sound with Willamette University, and moved headquarters to Portland, but this proved unsatisfactory and March 7, 1899, the university—or what was left of it—returned to Tacoma. Its alumni, while not strong numerically, were full of faith and affection, and they, organized by C. O. Boyer, Rev. F. A. LaViolette and O. C. Whitney, raised a fund after much sacrifice with which to buy the building at Ninth and G streets which the institution formerly had occupied. In 1902 this building was sold and the present site bought. In 1903 the first building was erected at a cost of \$20,000. Dr. E. M. Randall was president in 1904. He was followed by Dr. Joseph E. Williams, a man of fine leadership. Then came Prof. L. L. Benbow, who has served several terms as county superintendent of schools, Dr. Julius C. Zeller, and Dr. Edward H. Todd. Doctor Zeller was an educator of unusual force, a man of large intellect and pleasing personality. Upon his retirement he attended Chicago University to get his Ph. D. degree and then removed to a large plantation near Yazoo City, Miss. Doctor Todd had been president of Willamette University. He possesses unusual abilities as a procurer of funds and has an enormous following not only among his churchmen but among business men generally. About two years ago he brought about the change in name of the institution, and it now is called the College of Puget Sound. Doctor Todd has succeeded in procuring striking recognition of the college from larger institutions and from the state educational department, and he has great dreams of an institution, not only rich in ideals and educational opportunities but in buildings, and recently he completed a campaign by which he raised \$250,000, of which amount James J. Hill, late president of the Great Northern Railroad, gave \$50,000, but with the condition that others give \$200,000. All of this money goes into the endowment fund and the interest only can be used.

The college has been blessed with an earnest body of students and a sacrificing faculty of able men who, if at times their salaries were not paid promptly, lost none of their loyalty to their duty. The citizens of Tacoma have a fine opportunity to make a great educational plant out of this college, and some day it undoubt-

edly will be altogether worthy of all of the laborious and unselfish devotion of its faculty, its students and its friends.

In Judge Allyn's court February 29, Mrs. Lou Smith and Mrs. Lizzie Lewis pleaded guilty to a charge of smuggling and were fined \$50 and costs which they paid. The two women, each carrying a baby, came down the gangplank of the steamer Idaho January 31 preceded by one of the boat's men who carried a large valise belonging to them. Deputy Collector J. H. Price and Inspector of Customs J. B. Croake stopped the party and upon searching the valise found it to contain forty-five pounds of un-stamped opium.

The City Council, January 21, 1888, received a communication requesting it to memorialize the Territorial Legislature to ask Congress to set aside the land within a radius of twenty miles of Mount Rainier as a national park. The mayor thought the name ought to be changed, but Mr. Kelley remarked that the request probably would meet a better reception in Olympia if "Rainier" were used. This was the beginning of the movement which culminated in the setting aside of the present Rainier National Park by the federal government.

The sewer question was prominent in the council deliberations at this time. Every train and boat was bringing new people to the town which was growing rapidly. New houses were building in all directions and no sooner was the foundation laid than some home seeker either rented or bought the property. This rapid growth made the establishment of adequate sewage disposal necessary and the council confronted the fact that to provide such system would exceed the \$30,000 limit of indebtedness. The Tacoma Foundry & Machine Company, which had been organized in November of the preceding year, was making preparations for a heavy year's business. J. C. Ollard arrived from Newport, England, and took charge of the business on January 23, 1888. The Citizens' Land Company, incorporated on January 23 with a capital of \$60,000, elected G. W. Thompson, G. R. Osgood, J. B. McMillan and C. W. Johnson as trustees. Langford & Bridges, who on December 22, 1887, had been awarded the contract to erect the Headquarters Building, had forty-five men at work. It was estimated that 1,750,000

brick would be used. The walls were 25 inches thick, and notwithstanding bad weather all through January, had, by the end of that month, reached the second story.

Organized to carry on a general mercantile business and for the packing and canning of fish, the Alaska Mercantile & Packing Company was incorporated March 14 with a capital stock of \$50,000, the incorporators being A. F. Tullis, William Birmingham, John D. Hogue, A. J. Littlejohn, Samuel R. McGowan, W. N. Pratt and William Van Gasken, and its principal place of business Tacoma.

When the ship *Reaper*, Captain Sawyer, sailed February 1 for Antwerp with a cargo of 34,230 sacks of wheat, she was stocked with stores furnished by Tacoma dealers and a crew signed at this port. Before this time both crews and stores had been taken at Port Townsend. The new arrangement meant much to Tacoma and was a demonstration of the rising importance of the city as a shipping point. The coal shipments for January were placed at 15,400 tons, the greater part of which had been furnished by the mines at Carbonado. The city was flourishing but Old Tacoma received a blow on the afternoon of February 3. Superintendent Atkinson, of the Tacoma Mill Company, closed down the plant and locked out his crew of 250 workmen. Trouble had been brewing for some three weeks, and was caused, the workmen said, by the poor food served in the boarding house, operated by the company which required its employees to patronize the boarding house, the supplies for which were bought in San Francisco. Superintendent Atkinson retorted that the trouble was caused by Knights of Labor agitators who insisted that the boarding house steward reinstate a discharged dishwasher.

Workmen were in demand and every man was given employment. January 27 Nelson Bennett had begun laying the C Street railway line with a crew of 140 men, and calling for more. Whatever this crew lacked in numbers it made up in organization as a portion of the track was completed on the day the work was begun. Lighter steel was used than had been laid on Pacific Avenue, but it was said to be a temporary arrangement. Two more street railway ordinances were presented for the considera-

tion of the city council March 3. Eben Pierce and associates asked for a franchise for lines on Eleventh and Thirteenth streets from Pacific Avenue to Hall Street, in Ferry's Addition; and from the same avenue to Wayne Street in the Coulter Addition; also on Railroad Street from Eleventh to Thirteenth. George F. Orchard asked for a franchise for an electric line on Eleventh Street west from Pacific Avenue to K Street, then to Thirteenth, and back to Pacific Avenue. The Suburban Motor Line Company was incorporated March 8 with Nelson Bennett, H. S. Huson, A. A. Honey, John B. Cromwell and L. F. Cook as trustees, its object being to build lines into the country tributary to the city. On the day the company was organized the county commissioners granted it a franchise for a line along the road leading to Steilacoom from the juncture of that road with Jefferson Avenue. The proposed lines were to be operated by electric motors.

The Tacoma & Fern Hill Street Railway Company was incorporated May 24 by George Browne, R. F. Radebaugh and Newman Kline, with a capital stock of \$100,000, and it announced that it would build a railway from the intersection of Pacific Avenue and Delin Street southerly to the Oakes Addition and thence southeasterly toward Fern Hill, the line to be built under a franchise which the council had granted to Radebaugh, and on the morning of June 4 the first dirt was thrown.

In 1881 Radebaugh had taken an 80-acre homestead on Wapato Lake and built a cottage. He was carried to and from his office by horse, and at that time there were but two families living between his home and town. One was the Thos. Kenevan family and the other that of a war veteran, William H. Lang. Radebaugh interested Thomas F. Oakes, vice president of the Northern Pacific Railroad and George Browne in platting the Oakes Addition, which was the old Kenevan Farm. Later the Lang place was bought by Radebaugh and others and the Hosmer Addition was made of it. Browne, Oakes and Radebaugh put in \$2,000 each for the street car line, the purpose of which was to open their real estate holdings. The outlook for disposing of them was so favorable that they had no difficulty in raising the remainder of the money necessary to build the line, buy cars and

an eight-ton steam dummy. Besides the two additions in which Radebaugh was interested he owned 364 acres.

The line was opened April 4, 1888. It never paid, but it was a valuable land-selling adjunct and sometime after it was completed Radebaugh bought his partners out and continued the track to Wapato Lake, where he expected to build a fashionable residence district. He already was completing plans for parking the lake property, and laying out the building spaces, which were to be large, and in a little while he employed Eben R. Roberts whose artistic sense and boundless enthusiasm soon began to make a floral fairyland of the place. It was the beginning of real park work in Tacoma and Roberts there began a notable public service that has continued to this day. The editor of an eastern magazine once pronounced him "Tacoma's most valuable citizen." Radebaugh spent about \$5,000 to continue the line to Wapato Lake, which began operations July 21, 1889. To extend it to South Tacoma he spent another \$10,000, and a little later he built the branch to Puyallup, now known as the "Old Puyallup Line." He was a borrower in the banks to the amount of about \$100,000, and the value of his land holdings was said by an appraisal committee of bankers to be worth \$364,000. He paid \$22,000 cash for a sawmill and set it up at about Fifty-second and Asotin streets, and began to cut the timber in that locality. This mill afterward was sold to George E. Atkinson, who had been manager of the Tacoma Mill Company, and Atkinson removed it to Gig Harbor where it proved to be a white elephant.

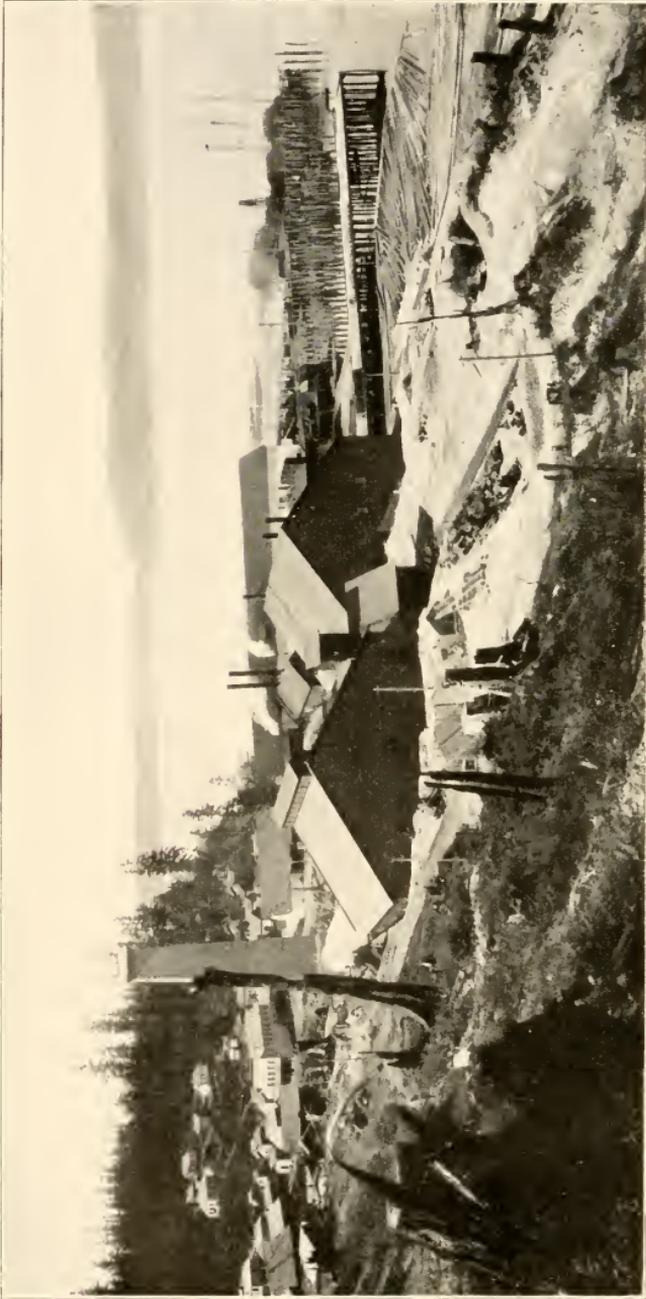
Radebaugh was selling lots at a furious rate. All real estate was moving on a scale scarcely equalled in the history of town-booming, but those who were in the maelstrom were confident of its self-sustaining ability. The completion of the Cascade branch of the railroad, the increasing demands for the coal of this county, the rapid growth of shipping, the coming of the smelter and the St. Paul & Tacoma Lumber Company, together with many other smaller concerns, gave buyers and sellers a faith that sustained them through a half dozen boisterous years, made a number of millionaires and formed the bases of several fortunes of lesser dimensions but of more permanent quality.

On the night of April 22 William Martin, under sentence of death for the killing of Fred Neitzel December 23, 1887, made

a sensational escape from the Pierce County jail, leaving his guard, H. L. Farley, locked in the death cell. When Martin was placed in the cell, after he had received his sentence, a box of fine sand had been given to him as a cuspidor. His ankles were ironed and he was fastened to the floor by a swivel chain. The murderer used the sand to wear away the head of one of the swivels, and broke the remaining fringe of iron while his guard slept. Farley awoke just as Martin was fastening the cell door behind him and it was more than an hour before he could arouse the other inmates of the jail and give the alarm. Martin had gone into a nearby woodshed where he chopped away his shackles with an axe. He then started north toward the beach where it is supposed he was provided with a boat. Early the next morning as Mr. Clark, a farmer, was coming from Henderson Bay, he met Martin off Point Defiance, rowing northward, his boat being followed by another in which were two men who appeared to be aiding him. As Martin was the seventh man who had escaped from the jail since Sheriff Wilt had taken charge, feeling against the sheriff ran high. It was charged that he had delayed starting the hunt until some hours after being informed that Martin was at large. Ten days later Martin was reported to have been in North Yakima where he had bought a horse of an Indian and had then gone north into the Okanagan country.

Neitzel had a saloon in Old Tacoma, and late one evening Martin, who lived in a shack out toward the smelter, slipped into the saloon, and shot Neitzel for the purpose of robbery. Martin procured a sum of money and fled. He was shot by an officer as he ran, but he escaped, with a bad wound in the arm. Neitzel was a popular man, and posses at once were formed for the pursuit of the murderer. No trace was found, however, until Martin, who was suffering terribly in his shack, sent word to the police that he would like to surrender. The officers attempted to remove him stealthily, fearing mob violence, but they were trailed by a great crowd and for a time it appeared certain that a lynching would follow. Martin was the least concerned man of all. He talked of his crime freely and humorously, and on the way to jail in a wagon he asked one of the officers: "Say, how far does a man drop when they hang him?" Martin never has been recaptured.





THE RYAN SMELTER IN 1890, WITH THE PACIFIC MILLS JUST BEYOND

## CHAPTER XXXVI

1888—DENNIS RYAN'S SMELTER PLANS—COUNTY BUYS LOTS FOR COURTHOUSE AND CRITICISM FOLLOWS—NORTHERN PACIFIC REMOVES OFFICES FROM PORTLAND TO TACOMA—"ANARCHY" AND "COMMUNISM" IN A CONVENTION—GREAT DAYS ON THE WATER FRONT—WHEAT WAREHOUSES BUILT—FIFE HOTEL BUILT—SHORTAGE OF HOUSES—"JOB CARR'S MOUNTAIN"—BUILDING OF THE TACOMA THEATER AND ITS OPENING.

The smelter project was taking form. The town builders were wary, as they had not forgotten an attempt to mulct them only a few months before, but when it definitely was learned that Dennis Ryan, St. Paul millionaire, was behind the project there no longer was doubt of its financial solidity. Ryan had interests with him. C. D. Lamb and A. Lamb, of Clinton, Ia., P. and D. Musser, of Muscatine, Ia., F. C. A. Derkman, of Illinois, and F. and J. Weyerhaeuser, the lumbermen. Plans quickly were concluded, and orders were placed in Chicago for the construction of special machinery for a 400-ton plant. It was designed as the most complete smelting plant in America.

Col. J. W. Pinkerton was building a handsome 60-room hotel at C and 17th streets and wondering what to call it. He wanted an Indian name and finally went to the Atlantic Coast after "Massasoit." Allen C. Mason had completed half of the Mason Block at A and Tenth streets and bought Capt. Charles Clancey's residence just south of it for \$10,000 and removed it to C Street between Twenty-third and Twenty-fourth streets, where it still stands. Then he began building the south half of the Mason block. The Northern Pacific Railroad was filling in for the Half Moon Yards and reclaiming a considerable area which before had been swept by the tides.

The county commissioners had brought down upon their heads a wealth of unkind criticism for buying the lots at Eleventh and G streets now occupied by the courthouse. They paid \$9,000 for the half square. This price was held by many to be exorbitant, and there was much opposition to the plan of building a courthouse so far up the hill. It was before the day of street cars, and the attorneys who saw before them the climb of the long grade were much displeased. The commissioners sought to comfort them with the assurance that some time would elapse before a new courthouse could be built. An effort was made to persuade the commissioners to dispose of the property and to buy instead the present site of the Tacoma Theater to be added to the site of the old courthouse just south of it. Many other downtown sites were suggested.

It was fine news to the community that the Northern Pacific Railroad officials had accepted the offer of Vice President Walter J. Thompson, of the Chamber of Commerce, to use the Chamber's Building at Pacific Avenue and Thirteenth Street as the railroad headquarters' building until the railroad's own building was completed, and in a few days came Paul Schulze, the land agent of the company, and a large retinue of aides. Thus the railroad headquarters were removed from Portland to Tacoma.

Republicans and democrats agreed on a citizens' ticket for the April, 1888, election. They named Ira A. Town for mayor; M. M. Taylor for treasurer; Thomas Carroll for city attorney and C. O. Bean for surveyor. It was charged that radicalism long had discouraged capital, and that the town, by its anti-Chinese movement and other drastic enterprises, had gained a bad name in high places. The business leaders were hoping that a ticket composed of substantial conservative men might be chosen, with no contest to mar what appeared to be a unanimous community movement along commercial and industrial lines, but that was not to be, as the Union Labor party was formed.

This party held a mass meeting with A. Macready presiding, and a long and rather acrimonious debate ensued as to the difference between communism and anarchy, this question having been raised when one of the members attempted to persuade the mass meeting to adopt as its own a platform adopted by the party in

convention elsewhere, that platform embracing both the principles of communism and anarchy. Judge Wickersham, who was prominent in the meeting, declared that communism and anarchy were not at war, and that both consistently could be embraced in the platform, while J. M. Grant asserted that they were antipodes. Ex-Mayor Weisbach, Robert Stevens, Doctor Case, Thomas Maloney, M. H. O'Connor and others vigorously expounded their beliefs, and the meeting finally dissolved without making nominations.

A few days later, however, another meeting was called and Jacob C. Mann was nominated for mayor; Fremont Campbell, for city attorney; M. M. Metcalf, for treasurer, and A. Wold, for surveyor. There followed then a vigorous campaign, in which the citizenry was urged by the one side to stand by the business interests of the community, while the other professed to stand for the rights of man, which some paragrapher quickly converted into the "rights of Mann." The election resulted in an overwhelming victory for the business element, Town's majority being 583.

These were wonderful days along the waterfront. June 3 seventeen ships were loading lumber and coal. Balfour, Guthrie & Co., of Portland, were preparing to take advantage of the superior facilities of this port, and Alexander Baillie was to arrive in a short time to superintend the loading of grain ships. The coal mines up the valley were pouring out their wealth for the California markets. California had not then discovered the oil which years later changed the course of the fuel-carrying trade. August 30 came the A. G. Ropes, Captain D. H. Rivers, with 3,771 tons of tea. When the Ropes was built in Bath, Me., she was the largest merchant ship that ever came from an American yard. She carried 8,000 square yards of canvas, and her voyage from Yokahama covered only thirty days—the fastest passage ever made by a sailing vessel. She was 300 feet in length and the distance from her deck to her skysail was 189 feet. The Ropes brought the largest cargo of tea that had yet been landed at this port. Great sailing vessels swung at anchor in the harbor or were tied to the coal and mill wharves. Occasionally the number

reached a score and on one occasion twenty-three great vessels were taking, or waiting to take, cargoes here.

Frank C. Ross sold to W. B. Allen and Walter J. Thompson the southeast corner of Pacific Avenue and Eleventh Street, twenty-five feet, for \$10,000, which was the highest price that ever had been reached for Tacoma real estate. Certainly it was a far cry from the prices which McCarver and Smith had paid less than fifteen years before for the townsite. That twenty-five feet brought about three times as much as the Judsons had received for their entire claim of 320 acres.

C. P. Masterson, I. T. Reese and David Wilson took a lease on the waterfront where the Puget Sound Flour Mills now are, and at once proceeded to the construction of large wheat warehouses, this in preparation for the coming of the wheat trains over the Cascade division. W. H. Fife's \$40,000 building, now the Donnelly Hotel, was under way. Fife is said to have had no particular plan in view when he started the building. He was a progressive, public-spirited, cleanly citizen whose faith in his city, even in the after years when adversity pursued him, never wavered. His new block had store rooms on the first floor while the upper floors were for lodgings. George Atkinson was building a handsome residence as a gift for his bride, formerly Mrs. Stella Garretson, on the lower side of Broadway, at Division. It still stands, now clothed in its evergreen ivy. Jacob Mann was preparing to build seven stores on Pacific Avenue below Eighth Street, and Allen C. Mason was projecting a railroad from Old Tacoma to the Snell brickyards. He offered to procure the right of way and grade and trestle it if the Northern Pacific Company would furnish and lay the ties and rails. The company had not yet laid its line to Old Tacoma from the Blackwell wharf, but prepared to do so under the conditions of the Mason agreement. Father Hylebos bought the property at I and Nineteenth streets, preparing for the coming of Sisters of St. Francis from Quebec to open a school and St. Joseph's Hospital.

The little city was on the verge of a boom. Immigrants were coming in such numbers that the authorities undertook to provide special lodging places for them. There was a shortage of houses, though houses were being built far and wide. The woods up the



TACOMA FROM THE WATERFRONT IN THE EARLY '80s



AT LOW TIDE IN THE EARLY DAYS

The fence in the right foreground surrounds the Tacoma Hotel "park"



hillside and well out on I and adjacent streets, were being cleared away and houses were being erected in spite of gulches and logs and the absence of roads. Pioneers were even crossing the great gulch which used to cross I Street at Seventh, and were mounting "Job Carr's mountain" to view the surrounding landscape. Job's mountain is now occupied by the Mrs. Robert Wingate. F. C. Brewer, W. R. Nichols, Will Miller and other homes in the block between Seventh and Eighth streets. Houses were creeping southward, far out on Pacific Avenue. Large and handsome homes were being constructed on D and E streets, and many believed that this might become the handsome residence section. W. H. Opie, in 1884, decided to build at Fifteenth and E streets, rather than where the Bonneville Hotel now stands. In earlier years it was the opinion that what is now McKinley Hill would be the choice section. Still another opinion prevailed in favor of the Twelfth Street neighborhood and a number of handsome homes were built about "Grant's gardens," at South Twelfth and Prospect streets. Grant conducted a nursery and a walk to his place was one of the Sunday diversions. It was of course a journey through woods and brush, by way of a crooked and rough trail.

Brick was supplanting timber in the business district. Manufacturing plants were opening. The outlook was most favorable. The depression that had prevailed for some years surely was being dissipated. Blackwell, Anderson, Kandle, Mason, Thompson, Baker, Drum, Sprague, Wilkeson, Cogswell, Wingate, Bennett, Mann, and other community leaders were vying with each other in their activities in behalf of their city. It was a wonderful leadership and it accomplished wonderful results. Within a scant half dozen years the business district was filled with substantial structures. In the summer of 1887 brick and stone structures with a frontage of more than six hundred feet were under way between Seventh and Eleventh streets.

The genial Theodore Hosmer was the father of the Tacoma Theater. It was his conception and he brought together the men who built it. April 1, 1888, they held their first meeting, and after a discussion at once sought a site, first tentatively deciding to build at Thirteenth and A streets, but soon choosing the site

at Broadway and Ninth. Hosmer, Nelson Bennett, W. H. Fife, Gen. J. W. Sprague, George Browne, C. P. Masterson, Isaac W. Anderson, John S. Baker, Allen C. Mason, W. B. Blackwell and W. D. Tyler comprised the company and each subscribed \$10,000.

J. M. Wood, of Philadelphia, was the architect, and he produced a structure of fine solidity and of an architecture that still holds its own proudly among northwestern buildings. Its enormous stage, 42 by 67 feet, and 55 feet to loft, is one of the largest in the West, and is the only one in the Northwest that will accommodate, without crowding, the largest of spectacles. The stage was built by Charles H. Smith. Thomas Moses was the scene painter, and his Temple of Diana, which adorns the drop, has stood the critical test of years. The picture is full of interest and grows dearer to the habitues of the playhouse as the years pass. Moses was an artist of wonderful facility. He was one of the most rapid of American scene painters.

The theater was built ahead of its time. The city had about thirty thousand inhabitants. Very few American cities of that day could boast of a theater so large and beautiful, and this community was righteously proud of its playhouse. The first published announcement was made December 25, 1889, and read:

The Tacoma Theatre

John W. Hanna, Manager

Will be opened

Monday, January 13, 1890

Brilliant Inaugural

Season of Comic Opera

Chorus of Sixty

Complete Orchestra

J. C. Duff's Comic Opera Company

First production here of the latest Comic Opera Success,

“ P A O L A ”

By Paulton and Jacobowski (composers of “Erminie”),  
direct from its New York and San Francisco success.

Grand Spectacle. Beautiful production of “The Queen's Mate”  
and Von Suppe's Delightful Opera, “A Trip to  
Africa,” with powerful cast, elaborate  
costumes and accessories.

Six Nights and Usual Matinee.

The New Theatre.

Corner C and Ninth Streets, erected in 1889, by

The Tacoma Opera House Company.

Will be known as

The Tacoma Theatre

John W. Hanna, Manager.

J. M. Wood, Architect

A. F. Heide, Assistant Architect

George Evans, Builder

Thos. Moses, Scenic Artist

C. H. Smith, Stage Builder

Spierring & Linden, Decorators.

A. H. Andrews & Co., Chair Manufacturers.

Directors:

Theo. Hosmer, President

W. B. Blackwell, Treasurer

C. B. Zabriskie, Secretary.

George Browne

Isaac W. Anderson

W. D. Tyler

The announcement says that the J. C. Duff Opera Company includes Georgis Von Januschosky, Louise Beaudet, Digby Bell, Mark Smith and others. The company had played the Fifth Avenue Theatre, New York, and came to Tacoma from the Baldwin Theatre, San Francisco. The prices for the opening night were: Boxes for five persons, \$20; parquet and parquet circle, \$2.50; balcony, \$2.00; gallery, \$1.50. In addition there would be an auction sale of choice seats, the highest bidder to have first choice of the boxes and afterward of the seats, the auction to be held at the Tacoma Hotel on the evening of January 6th.

The bookings included J. C. Duff Opera Company, Frederick Warde, the Emma Juch Grand English Opera Company, Vernona Jarbeau, "Shenandoah," "The Pearl of Pekin," Maggie Mitchell, Sol Smith Russell, Levy, the cornetist; Hoyt's "Tin Soldier;" James O'Neil's "Monte Christo;" the Haverly-Cleveland Minstrels; Hayworth's "Paul Kaver;" Hallen & Hart's "Later On;" Aronson's Casino Opera Company; Rice's "Evan-

geline;" E. H. Sothern, "Held by the Enemy;" Rhea; Hermann's Trans-Atlantic Vaudeville Company; Charles Bowser; Nellie McHenry; M. A. M. Palmer's Company; "The Old Homestead;" "The Midnight Bell;" "The Still Alarm;" Gilbert & Sullivan's New Opera Company; "The Gondolier;" Thomas W. Keene; Emma Abbott; Frank Daniels; "Natural Gas;" "Little Tycoon;" "Henrietta;" "Mr. Barnes of New York," etc.

The Duff Opera Company played here for a week and not one of the 1,300 seats was vacant at any performance. It was a gala week, in which fashionables vied with each other in elegance of dress, and theater parties and dinners crowded the newspaper columns. The next attraction, January 25th, was "The Chimes of Normandy," by Tacoma talent. Mrs. C. B. Zabriskie was "Serpolette" and Miss Grace Derickson "Germaine," and they were exceptionally clever. F. J. Severson made an excellent miser, and C. E. Claypool's makeup and topical song convulsed the audience with laughter. S. B. Dusenberre performed well the part of John Gremcheux, the fisherman. Paul W. Dakin, the exiled marquis of Cornville, executed his part with dignity and grace, and E. B. Muffly creditably produced the part of Baille. Duets and solos were well rendered, and "the first floral tributes passed over the footlights of the Tacoma Theatre went to Miss Derickson and Mr. Dusenberre."

Frederick Warde came February 3d in "The Mountebank." On the evening of the 5th, at the close of the fifth act, Warde was called to the front and presented, by Attorney Thaddeus Huston, with a handsome gold watch, the gift of the people of Tacoma. Warde made a reply expressing his appreciation of the gift. Warde had invested in Tacoma real estate.

February 20 came the Emma Juch Opera Company, opening the first of nine performances with "Faust." The house was packed for each performance. A little later came the never-to-be-forgotten Daniel Frohman Lyceum Stock Company, which also played an entire week to capacity houses.

Edward W. Herald was the first treasurer of the theater company. He was a brother of C. H. Herald, one of the present owners, and he died in Seattle, August 6, 1915. Frank Chandler

was the first doortender, serving for one year, and he was succeeded by Harry Graham who, until his death about two years ago, missed scarcely a night at the door. Graham was a sign painter by trade, and a delightful character. Calvin Heilig, one of the present owners of the theater, was made manager the second season and he has been connected with the house ever since. When Heilig organized the Northwest Theatrical Association with headquarters in Portland, he made L. A. Wing manager of the Tacoma Theater. He served two years and was succeeded by E. F. Stafford, who filled the position until about seven years ago when C. H. Herald, one of the owners, became the manager, with Charles W. McKee assistant manager. In 1891 the theater was sold to the Tacoma Savings & Trust Company, a concern owned by George L. Vanderbilt and managed by Linus Post and Philip Caesar, and in 1896 this company lost the property to the Provident Life Insurance Company which held it until the present owners, The Tacoma Theater Trust Company, bought it in 1901. Calvin Heilig is president of the company, Charles S. Reeves, vice president, and Charles H. Herald, secretary and treasurer.

## CHAPTER XXXVII

1888—WHEN JULIA WARD HOWE “LET HERSELF LOOSE”—THREE HUNDRED AND FORTY BALLOTS FOR CITY CLERK—CABLE RAILWAY FRANCHISE GRANTED—STREET CARS RUN ON PACIFIC AVENUE—COMING OF ST. PAUL & TACOMA MILL—HOW HEWITT FIXED THE MILLPOND—ALLEN C. MASON’S ACTIVITIES—D AND E STREET DEVELOPMENT—BICYCLE CLUB FORMED—FIRST WHOLESALE HOUSE OPENED.

“Longfellow and Emerson” was the subject of a lecture delivered in the Unitarian Church on the evening of April 23, 1888, by Julia Ward Howe. Mrs. Howe prefaced her address with a few remarks on the subject of “Women in Politics” and at the close of the meeting complimented Tacoma on its commercial growth and its evidences of cultured development. Mrs. Howe was the guest for several days at the home of Walter J. Thompson. Her calm self control, apparent on every occasion, caused Mr. Thompson to ask her one evening if she really had ever dropped her reserve on the platform. She had just asked him to remain at home when he had a business engagement elsewhere, saying that if he would do so she and Mrs. Thompson would “beat him out of his boots” at whist. The vivacity of her remark led him to ask her if she ever “let herself loose.”

“Yes,” she replied, “it was in old South Church in Boston.”

She then told the story of a debate in that celebrated meeting house in which the suffrage question was a phase of the subject. She had made a speech and she was followed by Charles W. Eliot, the famous Harvard president, who, with many “buts,” “ifs,” “howevers” and “provideds” thought that equal suffrage might be a desirable thing. Mrs. Howe, when he had concluded, rose and throwing restraint to the winds, scored him until he left the building in high dudgeon.

For some time after that there was a decided coolness between them. Mutual friends determined that this state of affairs between two great characters should not be permitted to continue, and one evening at a reception, while Mrs. Howe was surrounded by a group of friends, another group seized Doctor Eliot and marched him toward Mrs. Howe in spite of his protests. When Mrs. Howe saw him being propelled toward her, she rose with flashing eyes ready to receive him. He, with hand raised and forefinger menacingly extended, got in the first word:

"Julia! Julia!" he fairly shouted, "I could have kicked you that evening!"

The building boom continued and hundreds of houses were being erected in the spring of 1888. While the larger number of them were modest cottages, still many fine residences showed that the builders and owners felt firmly anchored on Commencement Bay. In April Eben Pierce completed his \$10,000 residence and a few days later Thomas L. Nixon's C Street home was finished. It was said to be the finest residence in the city. "Skookum" Smith eclipsed that by building a \$15,000 home on the northwest corner of C and Fifth streets.

Henry Drum, democrat, was elected Tacoma's seventh mayor on May 1, defeating A. C. Smith, the republican nominee, by a majority of 52 votes out of a total of 1,712. Thomas Carroll, another democrat, was elected city attorney by a majority of nineteen votes over E. W. Taylor, republican. The republicans elected were L. E. Sampson, treasurer; C. O. Bean, surveyor; J. P. Hodgins, street commissioner; H. M. Lillis, councilman, First ward; J. D. Caughran, councilman Second ward; J. B. Houghton, councilman, Third ward, and John M. Steele, councilman, Fourth ward. A. V. Fawcett and Owen Wood made their political bows as democratic candidates in this election: Fawcett ran for councilman from the Third ward and Wood sought the office of street commissioner. D. E. White was a candidate against Bean.

The new council met on the afternoon of May 12th, listened to the inaugural address of Mayor Drum and then got down to the business of selecting a city clerk. William J. Meade, a democrat who had served ably for several years, was nominated by

J. H. Houghton, a hold-over republican councilman. Several other nominations were made and voting began. Immediately a deadlock was revealed, four votes being cast for Meade and four for Fremont Campbell. The deadlock showing no signs of being broken, Councilman Caughran, after the 169th ballot, succeeded in getting through a motion to adjourn until 7:30 P. M. At that hour the members once more began to ballot, but with no better result until the 264th, when the four Campbell votes swung over to W. H. Fletcher. On the 295th ballot, Caughran again moved to adjourn until the following Monday night, and the motion prevailed.

The Monday night meeting started off with the same ballot as before and after 340 ballots had been taken, the council had a short recess and upon reconvening a motion was made to reverse the order of electing officers. This brought objections from Councilman Steele, who informed the members that he was a republican, had been elected upon a republican ticket and that so long as the republicans could hold the democrats and mugwumps level he was willing to stay with them if it took a year. The vote on the motion resulted in a tie. Mayor Drum voted in the affirmative and the council proceeded to elect the other officers. Completion of this brought the members back to the clerkship, the first ballot showing Meade, 4; Fletcher, 4. Councilman Caughran then created a sensation by rising and saying that, in order to settle the matter, he would vote for Meade. Thus the deadlock was broken on the 340th ballot.

An ordinance had just been passed fixing the salary of the mayor at \$500 a year, and councilmen at \$200, with a forfeit of \$5 for each failure to attend meetings.

The Merchants National Bank celebrated its fourth anniversary on May 14th by increasing its capital stock from \$50,000 to \$100,000. The Traders Bank of Tacoma, \$50,000 capital, was organized May 10 by Henry C. Strong, of Rochester, New York, and Henry L. Achilles and A. Norton Fitch, of Tacoma. The buildings of the Standard Iron Works, J. H. Lister & Son, proprietors were completed at 2300-2310 East E Street and consisted of a 55 by 100 foot foundry and a 26 by 50 foot pattern shop, and with machinery and equipment, represented an investment of \$13,500.

The Destiny baseball team was organized in May, the personnel being, Elder, p.; Nicholson, c.; White, 1st b.; Brown 2nd b.; Chambers, 3rd b.; Moran, s. s.; Hiteshoe, l. f.; Carroll Smith, c. f.; and Burns, r. f.

Walter J. Thompson paid Dell Linderman \$50,000 or \$312.50 an acre for a tract of land adjoining the Oakes addition. Fourteen years before it had cost Linderman \$1.25 an acre.

When the ordinance granting a franchise to George F. Orchard and others for the construction of a cable railway on Eleventh and Thirteenth streets from Pacific Avenue to K Street was presented to the council early in May, objections were raised to several of its provisions, but on May 26th it was adopted. It provided for a double track, that the Eleventh Street line should be completed within a year and the entire line within two years. Construction should be under the supervision of the street committee, and the city council could impose a tax of from 1 to 3 per cent of the gross earnings after the third year.

Nelson Bennett himself had driven the first pick into the frozen earth at Pacific Avenue and Seventeenth Street December 28, 1887, in beginning the down-town car line. H. J. Schwinn, now a prominent and successful insurance and real estate man, was sitting in Mrs. Hopkins' old Union Hotel, which stood on the west side of the avenue at Seventeenth, when the crew under Bennett began the work. Schwinn had just arrived in town, and the lively spectacle before him relieved him to some extent of a case of homesickness. A light snow had fallen and there was a wintry tang in the air, giving zest to the strokes of Bennett's pick, as he set, for a few minutes, a pace for his men. The lines were built very rapidly. Bennett's foremen were J. M. Campbell and E. A. McCoy.

Early on the morning of May 30, 1888, the Tacoma Street Railway Company set its cars rolling along the newly constructed lines on Pacific Avenue from the wharf to Seventeenth Street, and on C Street from Ninth to Division. The C Street line was operated by a ten-ton steam motor, while horses provided the power used on the Pacific Avenue line. Not a hitch occurred in the first day's operation and when the cars stopped late that night it was found that \$55.55 had been received. Of this sum \$35.65

went to the Fannie Paddock Hospital and the remaining \$19.90 to the Catholic Sisters, who were then collecting funds for the building of St. Joseph's Hospital.

Two weeks later a force of twenty-five men began extending the street car tracks on Tacoma Avenue from Division to Twenty-first Street.

April and May Tacoma people had heard the rumblings of the coming of an immense new sawmilling enterprise and they were not surprised when on the afternoon of June 4th the private car Glacier brought to the city a distinguished party of capitalists consisting of Col. C. W. Griggs, Henry Hewitt, Jr., C. H. Jones, H. S. Griggs, A. G. Foster, P. D. Norton and P. J. Salschreider, and they had been here but a few hours when one of its representatives went to the office of County Auditor Huggins with the articles incorporating the St. Paul & Tacoma Lumber Company, with a capital stock of \$1,500,000. At a meeting of the new company, held in the Hotel Tacoma that evening, Col. C. W. Griggs was made president; A. G. Foster, vice president; Henry Hewitt, Jr., treasurer; and George Browne, secretary.

The combination was an important one and it had been brought about largely by accident. All of the men had been in the lumber business in Michigan and Wisconsin, where the diminishing timber warned them to seek new fields. Messrs. Hewitt, Jones and Hugh White had come to Tacoma to look over the field, and a day or so later Griggs and Foster appeared. Neither party had known before arrival here of the plans of the other. It was T. F. Oakes, of the Northern Pacific Railroad, who suggested that the forces amalgamate, and within a surprisingly short time an agreement had been made. At that time there were no buildings on the tideflats, and there was doubt if it were possible to erect there mills with the heavy machinery required in the cutting of the enormous logs of this section.

The railroad people wanted the mill built near the new smelter, offering a large and excellent site there, but from the day they saw the tideflats Hewitt and Jones clung to the idea that they offered to the new mill company not only a desirable factory site but an opportunity to realize handsomely by an increase in real estate values, and their fellows were unable to alter this

opinion, though several of them tried. The matter was not finally settled until Hewitt and others had gone to the New York offices of the railroad company where the matter was threshed over from end to end. It was urged upon Hewitt and Jones that the mill certainly would disappear in the silt. They declared they knew better, that they had examined the formation, were confident of its solidity, and would not accept the site near the smelter.

They, like McCarver years before, looked with longing eyes upon "The Boot," as the sandspit at the mouth of the Puyallup River was known, on account of its shape. They foresaw the vast fill, covered with factories, railroad tracks and wharves, though the flats, with the exception of "The Boot," were covered with water at high tide, and toward the highlands to the southward there were acres of waving green grass. It was a beautiful sight, old-timers say, to look across the expanse of water and green grass toward the great mountain.

Very soon the new mill company was busy erecting a small plant, to employ about thirty men, with which to cut the timbers for the large mill. Hewitt came in for much raillery from his partners and others when it was found that the log pond wouldn't hold water. The resourceful Hewitt cemented it with sawdust. Hugh White was manager of the plant.

The mill company closed a deal for 84,000 acres of Pierce County timber land, the tract being composed of townships 16 and 17, range 5 east; 16 and 17, range 6 east; 18, range 5 east, and 20, range 7 east. It was the heaviest purchase of timber that yet had been made and it stood as a record for many a day.

The superintendency of the plant was offered to George E. Atkinson, but he then was entering business on his own account, being interested in the Pacific Mill Company, which filed articles March 20th, with the names of J. R. McDonald, Seattle; C. F. White, Shelton; Byron Barlow, George E. Atkinson and W. P. Pritchard, of Tacoma, as the incorporators. The capital was placed at \$500,000, and the next day the concern began building a mill on a twenty-five-acre tract a short distance west of the smelter, and let contracts for \$75,000 worth of machinery. The mill stood where John Swan built the first cabin ever erected in this vicinity. At this same place six ships loaded piling in 1854.

It long was a camping place for Indians and at times they used it as a burial place. The building of the mill began late in March and by April 20th the crew had been increased to fifty-six at which time eleven buildings were under way. The foundations for the mill were nearly completed and a part of the frame work was already in place. The plans called for a building two stories high, 61 feet wide and 408 feet long, 210 feet of which was built on piling. The cost was placed at \$120,000, of which amount \$66,000 was for machinery. The sixteen boilers produced steam for six engines which generated 1,200 horse power.

L. J. Pentecost and Major O. B. Hayden had just come to the city and with others they soon bought out the largest real estate concern—Cook & Clement, whose establishment was on the southwest corner of A and Ninth streets, where the Bowes Building now stands. Allen C. Mason was spending at the rate of about \$10,000 a year advertising Tacoma in eastern newspapers, and here at home he was as prodigal with printers' ink. The school teacher who had come here with \$2.40 in '83 supposedly dying from a tubercular trouble, and whose business experience had been confined to chickens and peaches, was now in the very fore of business affairs. In his large offices in the Mason Block Charles Reeves was his chief clerk, Frank Harshberger and W. P. Hopping were assistants. Mason had a reading room stocked with magazines and fifty of the leading newspapers of the nation, and here came every day newcomers who had read Mason's convincing announcements as far east as Maine, to meet the man himself and buy. Mason sold only his own property. He never did a commission business. About as fast as he took the money in he put it out in new lands, in railroads, street car lines, buildings, advertising. He also lent eastern money here, and in ten years he put out more than \$4,000,000. His business at its height netted him \$35,000 a year. Mason's enthusiasm was infectious. Educated, blessed with a pleasing personality, an excellent conversationalist, honest with himself as well as with others, he occupied a position in the community and in the Northwest second to none, with a confidence and esteem of all who knew him, and he still has that confidence and esteem though not now possessed of the fortune of three-quarters

of a million that he had in the late '80s. The loss of his great properties was not particularly disturbing to Mason. He gave it all up and serenely faced the future, armed with a philosophy which today beams among his friends as an asset worth far more than material riches. He came West to practice law and his first office was in a sky-lighted back room above Frazier's secondhand store, which occupied the frame building recently torn away to be replaced by a brick on Mrs. L. D. Campbell's lots north of the Berlin Block. He made a sign on the transom by cutting gilt letters from a handbill and pasting them on the glass. He quickly saw the gains of the real estate game and entered it, and his first transaction was the sale of a house and lot to Charles Patterson, who then was a fancy painter in the Northern Pacific shops, doing the elaborate scrolls that used to adorn the interiors of passenger coaches. He now conducts a paint store in South Tacoma.

In a year Mason had cleaned up his debts and made \$10,000. Back in Illinois as a boy of fifteen he had had the management of the picking, packing and shipping of 7,000 boxes of peaches. Later he had a huge chicken farm. He became well known as an educator, and wrote and published a book on didactics.

D and E streets were developing rapidly. S. S. Roberts was building a handsome Swiss cottage at 710-712 E Street as a birthday present for his wife; Allen C. Mason, who had built a handsome house at 753, was turning it around to face E Street, it having been erected for its parlor windows to overlook the long hill and the Sound. Attorney T. L. Stiles was building a \$6,000 house at 933-935. Richard Vaeth was building a large house at 1516 E Street. Donald McDonald was building at 1346, and Gottlieb Jaeger, the Tacoma Hotel barber, who when he came in 1883 built on the hill below Twenty-fifth Street, in spite of advice that he could not possibly get water out of a well on such high ground—which he immediately disproved to the surprise of the community—was building a store and dwelling at 901-903 E Street. Col. James D. Sweet was putting up a Swiss cottage of nine rooms at 423-5. There was much conjecture as to the direction which the better home building would take, though just now many of the leading builders and realty dealers felt confident that residence property on D and E and other streets up the

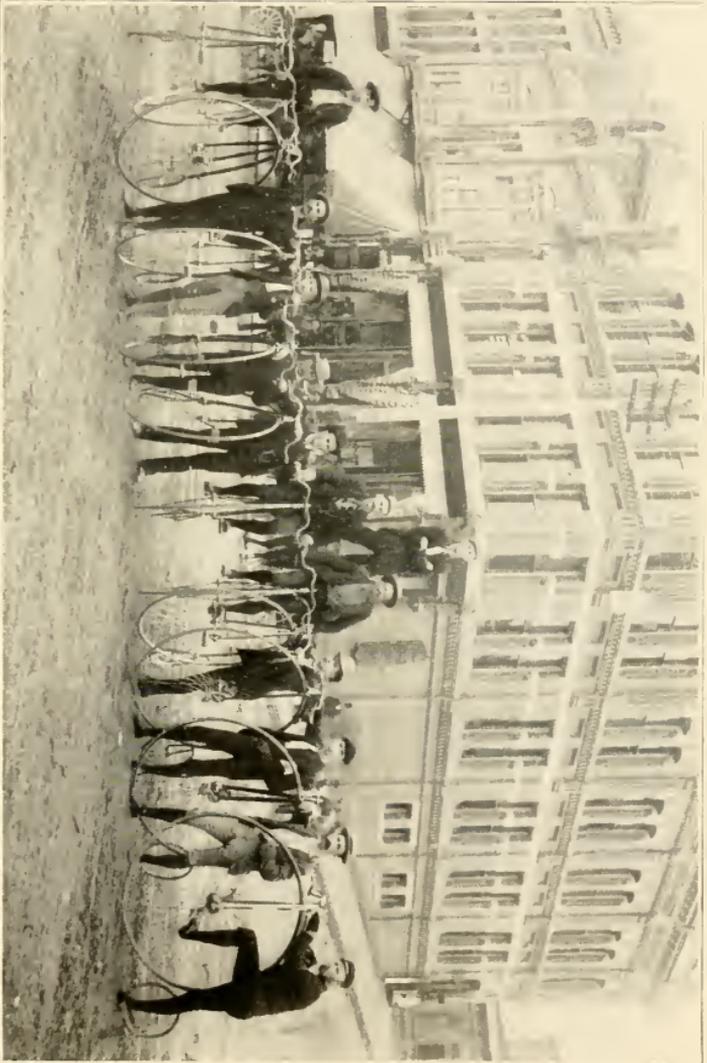
hill was a certain golden investment. E. Miller, the cornice man was building at 1742-4 D Street, and H. O. Ball, the contractor, was erecting a home for himself at 924. Ed and Calvin S. Barlow were starting a handsome Queen Ann cottage on Jefferson Avenue.

All through the business district and about its edges—wherever the fire laws allowed—men with great expectations and a little money were nailing together square, forbidding boxes for cheap hotels and lodging houses. Wherever the Yankee has gone as a pioneer city builder he has insulted architecture with his square-fronted, weakly-underpinned stores and hotels. There are sections in Tacoma still suffering from the rambling monstrosities of the '80s, but that was by no means the only sinning decade in the city's architectural history. Rudyard Kipling, the celebrated English poet and essayist, visited Tacoma in this period and in the account of his American travels he humorously embalmed for the delight of the unborn generations his opinion of our fantastic cupolas and gewgaws.

February 29, 1887, A. C. Smith announced his plans for the Rochester Hotel, promising a roomy, beautiful structure with a promenade and observatory on the roof. He proposed to build first a structure 50 by 115, and to add a wing 40 by 75 as soon as that was done. A. C. Smith was a brother of E. S. (Skookum) Smith, and he had come to Tacoma about four years before to assist Mrs. E. S. Smith in handling the coal and other valuable properties which the death of her husband had left her. While the town was much in need of additional hotel facilities Smith was the subject of some ridicule because of the site he had chosen. Time, however, amply justified his choice.

Nelson Bennett procured a franchise for a car line on Ninth Street and contemplated using a cable apparatus. A. A. Honey, J. B. Cromwell and others formed a company to extend the Bennett lines where he ended them.

The bicycle was growing enormously popular. The "safety" had not yet been put on the market, and women had not begun to enjoy the sport of wheeling. The bicycle club that was formed in the spring of 1888 was fathered by F. A. Avery, and its members were Isaac W. Anderson, W. W. Sprague, C. V. Cooper,



THE TACOMA WHEELMEN'S CLUB IN 1886  
A reminder of a lost art



H. Hess, Newman Kline, J. L. Tate, W. G. Everett, W. H. Dammier, A. M. Stewart, Dave W. Huggins, Roseoe Pearce, H. L. Crosby, George St. John, D. A. Maulsby, George W. Alexander, F. G. Wilson, I. M. Howell, C. T. Uhlman, E. L. Gruener, W. A. Berry, N. M. Dewey, H. R. Goodwin, W. W. Danel, Will B. Somers, W. H. Kean, D. A. Avery, Ed. S. Barlow, W. H. Brackett, Frank M. Harshberger, Arthur M. Doolittle, H. J. Greene, Dr. F. P. Hicks, J. H. McGiffert and J. D. Dewey. F. A. Avery was its president, and among the other officers was I. M. Howell, bugler.

The club had rooms and an indoor track where novitiates were taught the vagaries of the old "high wheel" which mingled possibilities of speed and accident in just the proportions to make the riding of this machine a sport for red-bloods only. No mollycoddle ever rode one of those tall steeds. The members of the Tacoma Club took many long trips. The prairie roads offered pleasurable riding, and now and then Seattle and other cities were visited. A good rider could go to the lakes and back in two hours. Here in town the sidewalks were used almost exclusively as the wheels could not negotiate the rough roadways without somersaulting. Several fast riders were developed and the club flourished.

On the evening of March 8, 1888, a little band of Salvation Army soldiers marched down the street with a drum, a bugle and a tambourine or two. It was the first appearance here of that indefatigable body of evangelists, but it was not received with enthusiasm. The newspapers sneered, boys hooted, and even threw dead cats into the ring of singers in the street. But that was the reception the Army had met nearly everywhere and its zeal was not dampened.

Custer Post was delighted when the news came from the Grand Army encampment in Seattle that Gen. John W. Sprague had been elected department commander of Washington and Alaska. Sprague was very popular among the old soldiers, as elsewhere.

The community was beginning earnestly to discuss the building of a \$50,000 city hall to supersede the small frame building which it had erected a few years before on the northeast corner

of Ninth and C streets for the use of hose carts. F. S. Poole had taken the old skating rink on Broadway, about where the Pythian temple now stands, and had put in a large stock of farming implements, seeds, etc. Up to this time Fawcett Bros. had had a monopoly of this business. Until the spring of 1888 little attention had been paid to the use of sidewalks by merchants, and their wares were spread about until in some cases there was gangway for but one pedestrian at a time. The authorities resolved to remedy this by making an arrest as an object lesson, and the man they chose was none other than A. V. Fawcett, whose expanding business on Pacific Avenue had caused him to utilize not only the sidewalk but a portion of the street.

The first exclusively wholesale establishment, Thompson, Pratt & Co., opened in Tacoma in the spring of 1888. This was a grocery concern and the first shipment it received was twenty butts of Star tobacco. The establishment had its store just below the corner of Seventh Street and Pacific Avenue, with entrance from Railroad Street which in the center had a plank roadway. Along each side was a sea of mud into which only the most daring or careless drivers ever ventured. O. F. Cosper joined the firm as travelling salesman but the business grew so rapidly that he soon had to devote all his attention to the office. In two years the house erected a commodious building where the T. R. & P. offices now are, and after a while the concern was merged into what is now the West Coast Grocery Company, this corporation being organized by R. W. Thompson, Charles H. Hyde and O. F. Cosper. It began an energetic campaign for business which led it into the Alaska trade with the discovery of gold, and it continues to be a prominent factor in that great dominion. Mr. Hyde surrounded himself with an organization of unusual talent.

## CHAPTER XXXVIII

1888—BENNETT COMPLETES STAMPEDE TUNNEL—RIVALRY OF THE CREWS—BENNETT MAKES \$250,000—TACOMA CELEBRATES—FIRST VESTIBULED PASSENGER COACH ARRIVES—HISTORY OF LISTER IRON WORKS—A CO-OPERATIVE EFFORT—ARRIVAL OF LARGE TEA SHIP.

After two years of characteristic Bennett driving, the Stampede Tunnel was complete. The shot that let daylight through the mountain 1,400 feet below its summit was fired May 3, 1888, at ten minutes past noon, and it was promised that trains would be using the bore within two weeks. The tunnel was 9,850 feet in length, 162½ feet in width, 22 feet above the rails, and heavily timbered. It was the second largest tunnel in the United States—the Hoosac being the first—and it had been driven at sensational speed, attracting the attention of engineering circles throughout the country. The engineering had been done with such nicety that when the lines came together at the center the variation was not a quarter of an inch. For two years there had been great rivalry between the men working on the east side under William Shaw, and those under command of N. S. Turner on the west side. In three eight-hour shifts they had striven from each side against the volcanic trap rock, each endeavoring to outdo the other's day's progress, the entire force directed by Capt. S. J. Bennett, brother of the contractor. For about six weeks before the last shot the rival working bodies had been able to hear each other's blasts, and day by day their enthusiasm had increased. Zeal further was encouraged by offers of cash bonuses from Bennett for everybody from superintendent to waterboy, for time gained. Intense excitement prevailed in the bore when it became evident that perhaps the next shot fired would open the hole, and

each side had a picked man whose aim was to get through that hole first. The foremen had difficulty in keeping the men out of the danger zone.

Finally after one of the blasts the men rushed into the smoke and found that the wall at last was broken through. The west side champion made a dive for it, and was held back by the east side men. They struggled in the opening, each backed by some sixty adherents and at length the west side man was shoved through, bruised and skinned from top to toe by the enthusiasm of his comrades. The east side force drove 300 feet more than the west, which met unexpected obstacles.

Mrs. S. J. Bennett, wife of the superintendent, had declared that she would be the first person through the mountain, and she was the first woman. She was on hand soon after the last shot, and in attempting to crawl through the hole she got fast and it really looked for a while as if she would have to be released with picks or powder, but after considerable effort she was pulled out backward. She made a second essay and was triumphantly pulled through by brawny arms on the other side, to the irreparable damage of her gown and at the loss of some skin.

The tunnel had cost \$1,100,000 and Bennett was \$250,000 in pocket by the completion of it. In the twenty-eight months of work thirteen men had lost their lives, though Bennett had been notably painstaking in providing protective measures. Several of those killed were Chinese. Bennett had built a well-equipped hospital and had provided nurses and doctors, and comfortable quarters, and it was his custom to provide feasts for his men on every possible occasion, when he would serve 100 turkeys, two dozen cases of oysters, 5,000 cigars and other luxuries in proportion. There were few pleasures in which he found greater enjoyment than in seeing hungry men eat.

A few months before his death one of his friends saw him standing in front of a Pacific Avenue restaurant, looking through the window and chuckling. He explained that he had just ordered a 60-cent meal set before one of his old workmen who was just then down and out. The fellow, oblivious to all else, was attending to the matter in hand with an earnestness that amused Bennett greatly. "I got more than my money's worth

out of that 60 cents," he remarked with a laugh. Bennett tenderly loved his home and his family. When he caused to be built two small locomotives for hauling rock out of the tunnel he named them after his little daughters, Ceta and Sadie, and it was these engines that drew the first train through the tunnel. On this train was a Tacoma delegation, the members of it being Walter J. Thompson, whose bank had financed Bennett for the larger part of his work, Attorney B. W. Coiner, S. F. Sahn, Thomas L. Nixon, N. B. Turner, Mrs. Turner and a woman friend, Engineer McHenry, Captain Bennett and several of his employes.

The last shot scarcely had ceased to echo before the news of it reached Tacoma and one of the papers issued an extra edition in the shape of a handbill about ten inches in length and five inches in width, printed only on one side, very briefly telling the story and congratulating the people of Tacoma "upon the completion of this great work which marks the beginning of an era of unexampled prosperity for the City of Destiny."

Immediately the community leaders determined to celebrate the event and early on the morning of May 4th a meeting was held at the Chamber of Commerce and the plans for the celebration were placed in charge of a committee composed of Henry Drum, W. Van Buren, J. Plume, S. A. Wheelwright, L. F. Cook, Theodore Hosmer, M. Kaufman, Thomas Carroll and G. W. Thompson. The committee moved to its work with a will and before night had its various sub-committees at work and had raised more than \$500 for expenses. The weather man was in a good humor on the morning of the 5th and the rising sun showed a cloudless sky. Flags and bunting broke out on business blocks and homes and the people prepared for the evening festivities.

At 8 o'clock the procession of bands, fraternal and civic organizations and citizens, formed under the direction of Grand Marshal Dr. J. A. C. McCoy, assisted by his aides, Col. H. F. Garretson and Capt. Albert Whyte, and marched through the streets to the speakers' stand, on the steps of the Tacoma Land Company's office building. Mayor Town, acting as chairman, introduced the speakers, they being Hon. Elwood Evans, Hon. Frank Allyn, J. H. Mitchell, attorney for the Northern

Pacific; Nelson Bennett, the tunnel contractor; H. S. Huson, "the man of genius" who had done the engineering of the bore through the mountains; A. C. Smith, W. H. Doolittle, G. W. Thompson, Chaplain Stubbs and Alexander Parker. One of the amusing features of the program was the singing of "Tacoma, the City of Destiny," by its author, L. F. Cook. A quartet composed of L. F. Cook, J. M. Morrison, C. A. Cook and Attorney Charles Bedford sang "Moonlight on the Lake." Charles Bedford has given to his community in the years since that time his musical talents without stint. For a long time he has been one of the mainstays of the popular Orpheus Club. He also has taken a keen interest in mountain and flower photography, his pictures having much more than a local circle of admirers.

At the meeting Engineer Huson read a telegram from Pasco saying that two of the deep-water spans had just been swung without damage across the Columbia River, this being a step in the bridge building which was almost as important as the tunnel, as the railroad had been transferring its trains on a ferry, which not infrequently was tied up by high water.

The Tacoma Milling & Smelting Company was organized at a meeting in the Hotel Tacoma on the evening of June 20th, the first officers being Dennis Ryan, president; Theodore Hosmer, treasurer; R. B. Galusha, secretary; and W. D. Tyler, assistant secretary. The capital stock was \$1,000,000. For more than a year Tacoma had been looking for some definite announcement regarding this new enterprise, which now appeared to be assured.

The first public market, named the City Market, and providing 35 stalls, each 10 by 10 feet in size, was opened on the south-east corner of Ninth and D streets, Saturday morning, June 23d, and there was hope that the farmers might have first an invitation to dispose of their wares. The result was fairly satisfactory.

The first vestibuled passenger coach ever seen in this territory arrived in Tacoma at 6:30 P. M. June 25th. It was called "The Whitcomb" and was followed next day by "The Ponce de Leon" and "The Holden," the three cars carrying 90 tourists belonging to one of Raymond & Whitcomb's parties.

C. P. Hutchinson's sash and door factory was opened for

business in May and by July 1st was employing 25 men, using daily about five thousand feet of lumber—mostly cedar. Occupying several acres of land on Winthrop Avenue near Twenty-third Street, the Paulson & Drum wood working plant again was in operation in July, with 115 men employed. The plant was much more complete than its predecessor, which had burned November 26, 1887. It had a daily capacity of about two hundred tubs, five hundred pails, seventy-five thousand feet of lumber and large quantities of sash, doors and other building material.

D. Stegmann's new brewery and ice factory was rapidly nearing completion, on South Twenty-third Street above Jefferson. It occupied a ground space 30 by 100 feet and was of three stories. The ice plant had a capacity of twenty tons a day. For some time before this Tacoma's ice supply had been shipped in from east of the Cascades. The engines of the Link & Young sash and door factory on South Twenty-third Street were set in motion July 10th, the machinery having been installed by D. C. Weaver, who had performed the same work for the Paulson & Drum mill.

Early in July the Tacoma Foundry & Machine Company, owned by Samuel Wheelwright and others, laid plans for removing its plant to a new site. At that time the foundry was at Pacific Avenue near Fifteenth Street while part of the machine shops were nearly a mile away at the foot of Pacific Avenue, on the water front where slides from the bluff not infrequently damaged the buildings. At this time 35 men were given employment at the foundry which was making all the castings used by the Northern Pacific Railroad on its Montana, Idaho, Cascade and Pacific divisions; for the Oregon Railway & Navigation Company; the Bennett street railway lines and for many of the Puget Sound sawmills. The company in June and July completed three 125 horse-power engines, one for the Frankenburger mill at South Prairie and two for the Nisqually mill, several steamboat engines, structural iron work for new buildings then being erected in Tacoma. In the brass foundry some one thousand five hundred pounds of work were handled daily.

This was the old David Lister plant, opened, as has been said before, in 1876. Afterward the firm became Lister, Houghton & Co., Gen. John W. Sprague being the silent partner. In later

years Sprague withdrew, taking as his share of the property the real estate, and some time later built the Sprague Block, now called the Betz Block. David Lister had accumulated considerable property and had decided to withdraw from active business, and rest and travel. His home then was where the 12-story Sandberg building now is. In later years it was removed up the hill and is now the second house on the lower side of E Street, north of Eleventh, and is owned and occupied by B. Bertelson. Edwin Clark was Lister's bookkeeper and as he and others among the employes were looking for opportunities to enter business on their own account Lister leased his foundry to them. He retained the machine shops.

Clark and John F. Meads organized a cooperative company, taking in about a dozen of the old employes. The remainder of the crew continued on a salary basis. The concern was busy and profitable, but as much of its business was with the Northern Pacific Railroad Company, which paid its bills from St. Paul, after the round-about methods then prevailing generally among railroads, the foundry was often ninety days in receiving its checks.

After a few months complaints over delayed pay were heard among the men and Clark immediately notified them that if they were dissatisfied they might return to a salary basis. Clark, John F. Meads, Thomas E. Fisher and Charles Drew remained in the cooperative company. Clark was president, Fisher vice president, and Meads secretary. They all owned property and were able to borrow at the banks, and at once they procured the money with which to pay the back wages. For some ten months they carried on the business, though at one time terribly handicapped when the plant burned at 4:30 A. M., August 6, 1887. By procuring a tractor engine from Fawcett Bros.' implement establishment they were able to furnish the motive power with which the plant was reopened, and soon fortune again was smiling upon them. But it was short-lived, for along came Wheelwright, H. H. Warner, representing his brother, E. C. Warner, Colin McIntosh and others with a proposal to Lister to buy his shops if Lister would persuade Clark and Meads to relinquish their lease on the foundry. This they most reluctantly did out of

regard for Lister, and when the profits were distributed they found that this, the first cooperative effort in Tacoma, yielded each a salary and a \$500 bonus. Clark and Meads called their foundry the Tacoma Union Iron and Brass Works. In earlier years Lister had called his concern the Tacoma Iron Works, but it usually was known as the Lister Foundry, through all its official changes in title. David Lister was an active Methodist and a fine citizen. In later years he built and occupied the handsome residence at 1022 I Street, now the home of Mrs. John A. Parker, and afterward he was the victim of unfortunate investments and false friends, losing most of his accumulations.

Mrs. Lister, who had been married twice before, was the mother of John Holgate. He at one time was well to do, but lost much of his property. He became widely known as a trout fisherman and he knew every good hole in the Northwest. He was the chief functionary of the Cougar Club whose headquarters, in the old McDonald cigar store on the northwest corner of Pacific Avenue and Eleventh Street, used to resound with wonderful piscatory tales. Holgate died a few months ago. He had held important public posts and had a wide circle of friends. Mrs. Lister was a woman of much force of character, philanthropic, thrifty and industrious. When her husband was conducting the foundry she herself did the cooking in the foundry boarding house for a dozen men. She also served the community as nurse and midwife, and the night never was too dark and stormy to prevent her responding to a call. She left her boarding house in the hands of her daughter, Mrs. Smith, and hastened away. A number of Tacoma's now prominent citizens were brought into the world by this good woman. She was especially kind to newcomers, whom she invited to her home in numbers.

In January, 1887, J. C. Ollard took charge of the foundry plant for S. A. Wheelwright and his partners. Ollard was a man of wide experience. He had drawn the plans for the engines of the Skagit Chief, an all-Tacoma-built boat which then was carrying freight and passengers between the Skagit River country and Tacoma. This vessel was built at the Lister plant for the Tacoma Trading Company.

John Horsfall, owner of the Atlas Iron Works at East D

and Twenty-third streets, announced in July that his business, too, had grown so large that he would soon be forced to move into larger quarters. Watson, Olds & Company's flour mills were running steadily and were turning out over one hundred barrels a day.

Some idea of the magnitude of Tacoma's building operations during the summer of 1888 may be gained from the statement made at a meeting in Germania Hall July 25th, by a Mr. Castle, who said that fully half of the workmen then in the city belonged to the carpenter's union. This union at one of its meetings considered fifty applicants for membership. The carpenters were working for a nine-hour day, which they won the next spring, when the wage was fixed at \$3.50.

Articles incorporating the Tacoma, Orting & Southeastern Railroad Company were filed June 26th. The road was to leave the main line of the Northern Pacific at some point between Tacoma and the Cascade Mountains and go thence southward as far as the trustees might determine. The capital stock was \$900,000, and Thomas F. Oakes, Chauncy W. Griggs, James M. Buckley, Henry Hewitt, Jr., and George Browne composed the first board of trustees. This was to be the logging road of the St. Paul & Tacoma Lumber Company, which a few days later bought a portable mill at Hot Springs station and moved to the tideflats lumber for the big mill, and the first consignment of logs arrived on the afternoon of July 25. They had been cut from company land.

Selecting a back yard in Old Tacoma as a ring, Amos Cummings and John Burns put on soft gloves and fought a twenty-nine-round bout on the evening of Saturday, July 14th, for a small purse. As the men were evenly matched it was said to have been a "pretty fight" until the last round when Burns forced Cummings to the ropes and with a last jolt knocked him into an open well, terminating the fight.

The ship W. J. Rotch, Captain Gibbs, arrived on the morning of July 19th, thirty-six days out from Japan, having on board 35,503 packages, or 3,109.2 tons, of tea and 85 cases of curios. Inspector of Customs Delaney, of Port Townsend, accompanied the ship from the port and as the railway and government officials

had made complete arrangements for the rapid handling of the cargo, tea trains were soon on their way to Minneapolis, Chicago, Boston and New York. As the tea was taken from the ship it was billed out by W. F. George, billing clerk; it was tested by J. E. Buckley, who was receiving \$10 a day for his services as an expert. The last of the tea was taken from the hold inside of thirty-eight hours, breaking the record made when the A. G. Ropes was unloaded in six days. Several other tea ships arrived in the next few months.

## CHAPTER XXXIX

1888—A DRUNKEN LOGGER AND A CUB BEAR, AND THE ORGANIZATION OF HUMANE SOCIETY—THREE HUNDRED POUND SHARK CAUGHT—FISHING STORIES—EPWORTH CHURCH DEDICATED—TALK OF PAVING PACIFIC AVENUE—SMELTER BEGINS OPERATIONS—TRAINS LOADED WITH LUMBER FOR PASCO—FIRST WHEAT ELEVATOR—DREDGING OF PUYALLUP RIVER—WOMEN ORGANIZE AN EXCHANGE—RAILWAY CONDUCTORS ORGANIZE.

An intoxicated logger who had brought to town with him a young bear, was trying to compel the untrained animal to perform for a crowd that had gathered on Pacific Avenue opposite Eighth Street, and several times he kicked bruin with his spiked shoes. Finally a man in the crowd protested and, in the colloquy that followed, he told the logger that if he again kicked the bear he would be arrested and prosecuted. The brutality was repeated and immediately a complaint was made before a justice of the peace whose office was near by, the logger was arrested and in a few minutes he was under sentence to work on a chain gang on the streets for some nineteen days unless he paid a fine and costs, and being unable to pay he at once was set at the unsavory employment.

This incident, it has been said, was responsible for the formation of a humane society, whose protective influences long had been needed for horses, if not for bears. In that day the crack of the whiplash as it stung the flanks of a horse, was one of the accepted city noises. June 4, 1888, twenty-seven men and women met at the Y. M. C. A. and appointed William B. Blackwell, Edward N. Fuller, Samuel Collyer, Rev. G. H. Greer, Mrs. W. M. Farrell, Miss Emma Stannus, Mrs. Stevens and C. A. Darmer as a committee to solicit members and do whatever was

necessary to make the organization permanent. June 20th a constitution and by-laws were adopted, Gen. J. W. Sprague was elected president, S. T. Dimmick, secretary, and W. B. Allen, treasurer. Samuel Collyer had come to the city only about a week before, to enter the Merchants National Bank as cashier, Henry Drum having been made vice president. He was the son of Rev. Robert Collyer, a famous New York preacher, and for several years he was prominent in public work in Tacoma.

A slight glimpse of boy life of the period is revealed in the damage suit of Lotz against the city. A few months before a boy named Lotz with two others, one of whom was Georgie Wing, were playing in a sandbank on Eleventh Street, half way up the hill, when it fell and buried all three. The Lotz boy was killed. One of his companions was badly bruised but lived. Georgie Wing, a bright chap of seven, was buried clear up to his little red head and badly frightened though not injured. He extricated himself and oblivious to the tragedy in the sand he darted away toward the schoolhouse, asking excitedly of a man he met: "Mister, has the first bell rung?"

Carl Seizmet, while fishing for rock cod near the coal bunkers, May 29th, caught a 300-pound black, or sleeper, shark. With an eye to business, Seizmet next day placed his shark on exhibition and was entertaining a large crowd at 10 cents a head when word was brought that Jimmy Moore, a twelve-year-old boy, had caught another of the big fish at the same place. The fact that he had to call several men to assist in landing the shark did not detract from the glory of his achievement.

In those days a catch of a dozen large salmon in an afternoon was not unusual. Trolling then was good all along the city waterway, but the Narrows then as now afforded the best sport. The story is told of one angler who took twenty-eight handsome salmon in four hours with a spoon. George W. Bishop, the well-known sporting writer, has made a collection of big fish stories. The largest salmon ever known to have been caught in the waters near Tacoma, he writes, was taken by Bruce Sasticum, a Puyallup Indian, sometimes known as Francis Bruce, now dead, at Point Defiance, in September, 1891. Fishing with a candle fish for bait, he pulled in a tyce that weighed 68 pounds. Fred

Edwards, chairman of the Pierce County Game Commission, of the firm of Fred Edwards & Bros., furriers and taxidermists, saw the fish a few minutes after it was taken from the water and he pronounced it the finest specimen known to have been taken from Puget Sound in the vicinity of Tacoma. The fish measured four feet in length and about thirty-two inches in circumference.

Frank C. Ross says he has known Indians to catch many salmon that weighed in the neighborhood of fifty pounds each. These, he says, have always been caught in September. He says the Indians use a heavy sinker and herring for bait, fishing very deep.

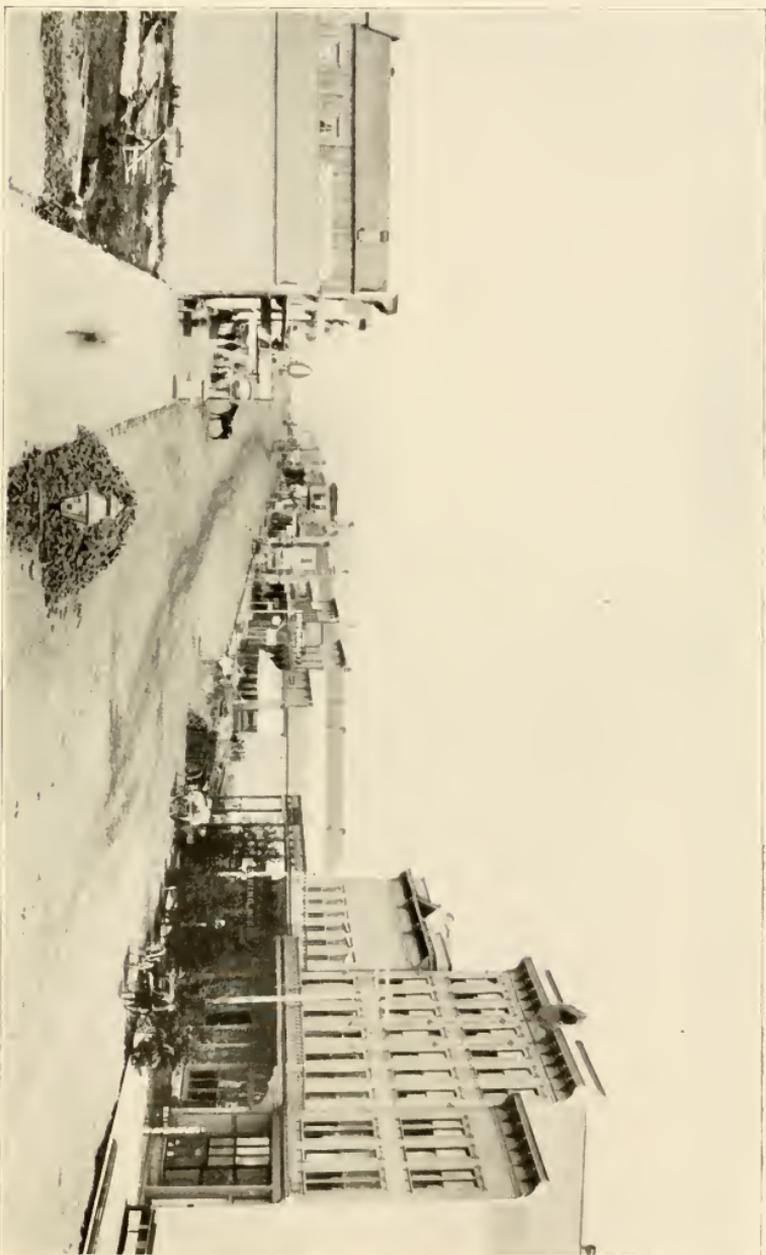
The biggest salmon ever caught, Tacoma deep water fishermen say, was the one taken near Cape Fanshaw, Alaska three years ago, by an Indian. Jas. H. Crane says it weighed 135 pounds. It was a king salmon. Cyrus Pratt caught a 120-pound king salmon off Cape Fanshaw in the summer of 1914. John Gill caught one at the same place in September of 1913 that scaled 90 pounds and Sam Bigham took one out of the waters near the cape that weighed, when dressed, 81 pounds.

Fred H. Carr, a painter, caught the largest salmon taken out of Puget Sound in recent years. Fishing in the Narrows in August, 1913, he caught a tye that weighed 48 pounds. Carr, the same year, caught a tye weighing 36 pounds.

James H. Crane caught a tye that scaled  $37\frac{1}{2}$  pounds, and measured 42 inches in length. Fishing off Point Defiance in the Narrows in August, 1913, Willis E. Crain, a Tacoma printer, caught a silver salmon that weighed, dressed, 42 pounds.

Emmett G. Hoops, who has fished the Sound waters around Tacoma since 1900, has caught a great many large fish. In point of numbers this angler probably has caught more than any two fishermen who have fished the Sound waters. September 7, 1915, when one of the employes at the Point Defiance Park boathouse lowered a rowboat from the wharf to the water, a salmon weighing six pounds, jumped into the boat.

The devil fish, sometimes called the octopus, or squid, or ink fish, is not infrequently taken. The Indians are very fond of this fish but the white man's taste never has included the hideous creature.



PACIFIC AVENUE LOOKING NORTH FROM THIRTEENTH STREET IN THE MIDDLE '80s



Lead colored clouds from which came occasional showers of rain, hung over Tacoma on Sunday, June 30th. The day was not a good one for the dedication of a new church with \$1,100 debt that had to be liquidated that day. It was the day set for the dedication of the Methodist Church at Fern Hill, the sixth built by that denomination in Tacoma and vicinity. Only a few more than one hundred persons attended but the appeals of Rev. Mr. Wilding and Rev. Mr. Peters lifted the desired sum then and there. The building had cost about \$3,000. At this time the young people of First Church were endeavoring to complete within two months a \$2,500 church in the Coulter addition, for which G. W. Thompson gave two of the four lots while the younger members of First Church paid \$500 for the others. The new church, which was given the name "Epworth," was dedicated July 22d. Meantime Central M. E. Church had undergone enlargements and it was rededicated July 8th.

Tacoma generosity, which had responded so liberally for the flood sufferers at Johnstown, Pennsylvania, and when Seattle was burned, again was called upon July 5th when some ten blocks of the business district of Ellensburg were burned. Several car loads of provisions and lumber were sent at once.

Early in July the Chamber of Commerce was devoting considerable time to the discussion of the industrial exposition question. Henry Bucey had been conducting a little industrial show near the Hotel Tacoma which had attracted so much attention that members of the chamber thought a show on a much larger scale would attract visitors. George Browne, E. N. Ouimette and L. E. Sampson were appointed to investigate and they laid before the Chamber July 2d Bucey's plans for an elaborate exposition and the committee urged the formation of a stock company with enough capital to make the show permanent. The committeemen suggested \$50,000 capital, the buildings and grounds to cost about \$40,000. They thought it would pay dividends on this amount. Henry Bucey circulated a paper, the signers of which agreed to become the incorporators of an exposition company, and the first day's work resulted in procuring Walter J. Thompson, Henry Drum, W. Fraser, David Wilson, W. B. Allen, T. B. Wallace, L. R. Manning, E. L. Searritt, C. S.

Bridges, T. J. Pentecost, Gwin Hicks, A. N. Fitch, George P. Eaton, Edmund Rice, S. F. Sahn, John P. Hovey, I. S. Reese, John S. Baker, A. M. Stewart, O. B. Hayden, E. Reith, J. H. Houghton, H. S. Huson, H. C. Clement, G. H. Reed, Charles Reichenbach, Gross Brothers, D. D. Clarke, Isaac W. Anderson, J. H. Price, C. A. Cavender, H. F. Radebaugh, A. C. Brokaw, C. P. Ferry, J. W. Sprague, A. C. Smith, George Browne, W. D. Tyler and John Macready. The plan contemplated a working capital of \$125,000. The company soon was formed. It was called the Northwest Exposition Company, and Bucey was made president and general manager, and Fred F. Lacy, secretary. Immediately land was bought on North Seventh Street from the Tacoma Land Company for the building which was being planned on a large scale.

After making several attempts to induce J. P. Conway and John N. Fuller to agree upon a method of deciding the First Ward councilmanic tie, the council ordered a special election held July 2d. The republicans nominated F. F. Lacy and the democrats stood by Fuller. In the election 163 ballots were cast—43 for Lacy and 118 for Fuller. As in the regular city election of May 7th, there was no issue other than political party loyalty and the popularity of the candidates.

At 8:30 P. M. July 1st the steamer State of Washington slid from the ways of the Holland Ship Yard near the railroad bridge and a few minutes later started on her first voyage, carrying about two hundred persons who had witnessed the launching. Many persons had gathered along the bluff to see the new boat, which was 170 feet in length and 50 feet beam, and she had accommodations for seventy-five persons. Several days later, when her woodwork had been completed, she went on the Whatcom run, beginning a long and useful career.

July 9th the school board awarded the contract for what became the Emerson School building to James H. Berry for \$24,000; heating plant to William Gardner & Company, for \$2,900 and plumbing and gas fitting to J. L. Patterson for \$1,375. Superintendent Gault reported the year's enrollment to be 2,294, an increase of 893 compared with 1888. The school census showed 3,281 persons of school age. July 25th the names

of three of the buildings were changed, the one at Twenty-fifth and Yakima becoming Longfellow, the one on K Street, Lincoln, and the East Side Hawthorne.

Among the "people of note" who visited the city in the summer of 1889 was Joaquin Miller who came for the purpose of writing several articles on the northwest country for the New York Independent.

The summer of 1889 overloaded the city council and many special meetings were held. The water company was charged with being dilatory in extending its system into new territory and was the cause of much councilmanic oratory, the climax being reached on July 13th when the city clerk was instructed to notify the company that its franchise would be declared forfeited unless it supplied the residents on K Street within thirty days. The threat brought results in the specific case and caused the company to mend its way generally. The paving of Pacific Avenue, a subject that had been pulverized before every forum in the community for many months, seemed to be approaching the crux when City Surveyor Bean was instructed to prepare specifications for wooden blocks, but this ambitious plan quickly collapsed beneath a protesting petition of the property owners who demanded four-inch planks instead, and it was ordered that way, whatever disappointments there were in the nature of the improvement being offset by the satisfaction in bringing to an end a problem that had become a nightmare to officialdom long before.

A large number of new industries began operating in the summer and fall of 1889. This period witnessed the most rapid industrial growth that Tacoma has known. Beginning at the smelter, new mills and factories were to be found all along the shore line to the head of the bay and the town might well have said that it counted that day lost whose setting sun failed to see a new industry come into being, and new wheels set in motion.

The Tacoma Warehouse & Elevator Company was finishing a 1,250,000-bushel elevator, while the new buildings of the Northern Pacific Elevator Company had a capacity of 500,000 bushels. The new 600-barrel flour mill was nearing completion and Tacoma grain men felt that they were ready for the wheat movement from Eastern Washington.

The Northern Pacific Elevator Company in August announced that it would within a short time begin building a wheat elevator on a 700-foot strip of waterfront near the coal bunkers. J. Q. Adams, of Minneapolis, president; G. S. Barnes, of Fargo; S. S. Eaton, of St. Paul; E. S. Bristol, of Boston; W. H. Dunnwoody, of Minneapolis, and E. Noonan, of Spokane, all stockholders in the company, after investigating the opportunities here, predicted it would become a wheat center. Much wheat already had been handled over the Tacoma docks, but as this wheat had been handled through a warehouse, the credit of being the first in the elevator field belongs to the Northern Pacific Elevator Company.

Hademan & Tiedeman's Pacific Stove and Iron Works made their first casting August 31. The plant, near the head of the bay, was designed to do a general iron works business in addition to making stoves.

With a loss of about \$25,000, the Tacoma Furniture Factory, Rossman & Roeder, proprietors, burned September 14. It had been built by Bauerle & Co. in 1883. Stuart Rice was one of the owners of it in the beginning. When the city council again met it received a communication from the fire companies pointing out that the city had but five hand-drawn hose carts, three of which were unfit for use; 2,600 feet of hose, and a hook and ladder truck that was out of order. The firemen wanted horse-drawn carts and other equipment. One of the councilmen urged economy and said the city soon would have a \$10,000 fire alarm system, which raised the question of proportionate values. Of what use would a \$10,000 signal system be, it was asked, if its alarms could not call out fire-fighting equipment?

The contract for dredging the old channel of the Puyallup River to a depth of eight feet from the head of the bay to a point nearly opposite the Hotel Tacoma was awarded to H. O. Geiger. This was regarded as a very important work as it would enable Sound steamers to reach a number of manufacturing industries.

At Twenty-seventh and Adams streets the Tacoma Ice & Refrigerating Company set its new \$60,000 plant in motion and began supplying some thirty tons of distilled-water ice daily.

The new Puyallup Avenue freight depot was opened for business. It was 360 feet long by 60 feet wide with a 20-foot shed for teams in the rear and was pronounced the best freight depot on the line. The Bowers dredge was running night and day scooping about one thousand yards of mud out of the bay every ten hours, deepening the channel and spewing the silt out upon the tideflats where since has grown up a flourishing industrial city.

On the morning of September 22nd, a train of eighteen cars carrying 200,000 feet of Tacoma sawed lumber left in charge of Conductor Kimbell bound for Pasco, where the material was to be used in the erection of business blocks and residences. Banners inscribed with words illustrative of the industrial glories of the new Columbia River metropolis fluttered from the sides of the train which made a daylight run, thus informing the inhabitants of way stations like Ellensburg and North Yakima of the town which made itself famous by the slogan "Keep your eye on Pasco!" This train was followed by several others, and then the bubble burst, leaving the Pasco boosters with empty buildings and still emptier purses.

The dredging of the Puyallup river waterway to a depth of eight feet, which was completed in July, resulted in rapid growth of the district east of the sixty-foot channel. The Commencement Bay Land & Improvement Company, Allen C. Mason, president, announced that it would continue its dock and warehouse building operations for  $1\frac{1}{4}$  miles, at an estimated cost of \$300,000. Hundreds of men were engaged in this work. The widening of Pacific Avenue, north of Seventh Street, which had been underway several months, was speeded up in July when the contractor harnessed larger pumps and engines for the hydraulic operations. The improvement was made possible by the cooperation of the city and the Northern Pacific Railroad. The material washed down from the bluff was used by the railroad in filling along the beach, and the company was employing in this work 680 men. The city just then was working with the sewer problem and early in August 240 men were reconstructing the Pacific Avenue sewer, beginning at Fifteenth Street. The old wooden pipe was taken out and a 14-inch sewer tile was laid. The

Horatio C. Clements street railway franchise, which had been under consideration for about a year, was granted August 3d, giving Clements the right to lay single or double tracks on any of the streets not then occupied by the Tacoma Street Railway Company lines.

An enterprise for which a number of leading women had been working for some time—the Tacoma Exchange for Woman's Work—was opened in Room No. 1 of the Northern Pacific Headquarters Building September 3d, with a considerable stock of goods. The purpose of the exchange was to provide a place for the sale of articles made by women and was of a semi-philanthropic nature. A board, composed of twenty women, controlled the exchange, and the officers were Mrs. George Browne, president; Mrs. A. B. Bull, Mrs. C. W. Griggs, Mrs. Samuel Collyer, Mrs. A. C. Kershaw, vice presidents; Mrs. H. K. Moore, recording secretary; Miss Nettie Wallace, (now Mrs. John H. Williams), corresponding secretary; Miss Fannie Paddock, treasurer. Other members of the board were Mrs. C. H. Prescott, Mrs. H. D. Thomas, Mrs. W. H. Woodruff, Mrs. Louis D. Campbell, Mrs. Frank Allyn, Mrs. Frederick Mottet, Mrs. Nelson Bennett, Mrs. R. B. Price, Mrs. W. A. Rice, Mrs. Otis Sprague, Mrs. Julius Jacobs and Mrs. Allen C. Mason. Similar exchanges had been opened in many cities. In a few they succeeded. The Tacoma Exchange began with fine prospects, but it never was a great success. Several attempts have been made since that first trial to open others.

S. A. Perkins, generally known as "Sam" but whose true name is Sidney, came to Tacoma to make it his home September 5, 1888. He had been traveling for a large eastern drug concern, and this led him to a close acquaintance with William P. Bonney, one of his customers here. After some negotiations they formed a partnership with the object of taking over the Pacific Coast agencies of three or four large drug and sundry houses, Perkins to be the chief salesman. In a short time the business had reached large dimensions, five salesmen were employed and Perkins had to remain here to look after the increasing trade. But for the panic in the early '90s, this concern probably would have been one of the richest on the coast. It was shipping wares by the

carload. The pinch of the early '90s swept everything away. Perkins, undismayed, buoyant and optimistic, set about to recoup, and he was one of the men who did not take advantage of the bankruptcy act. He paid up some thirty-six thousand dollars before he was square with the world, and in no case did he ask for a discount. From the beginning of his western citizenship he was interested in politics, in which field he was destined to figure in a national way, and which led him into newspaper work where his capacity for organization won great success.

Mount Tacoma Division 249, Order of Railway Conductors, was organized September 6th, by Grand Senior Master Clark of New York with J. D. Page as chief conductor; W. H. Bradford, assistant conductor; George C. Dustin, senior conductor; J. T. Jackson, junior conductor; Frank Horton, inside sentinel; J. D. Hedrick, outside sentinel and W. H. Mixer, secretary and treasurer. The trainmen banqueted at the Fife, the menu card saying: "One hour and thirty minutes for refreshments. All trains on the following schedule: R. U. Hungry, superintendent. U. R. Right, manager." The charter list was limited to twenty, they being H. H. Smith, C. S. Cranson, W. B. Pugh, F. B. Coburn, J. T. Jackson, P. H. Maloney, A. M. Hager, M. B. Wilson, F. J. Horton, G. H. Granger, M. Lawson, G. W. Dustin, J. S. Page, J. D. Hedrick, C. J. Trasey, W. H. Bradford, J. C. Edgerton, W. H. Mixer and J. H. Gallagher.

Early in September the hop growers had begun to realize that their crop was fully 25 per cent larger than that of 1887, but as the picking season approached they were alarmed by the non-arrival of Indian pickers. A report was circulated that some of the growers were employing Chinese. Handbills were at once distributed in Tacoma calling a mass meeting in Alpha Hall. The people were warned of the danger of a Chinese invasion and urged to assist in some plan to insure the gathering of the hops.

The meeting appointed Harvey J. Huston, S. L. Pittingill, F. H. Gloyd, Joe C. Kincaid, Thomas Carroll and James Wickersham to visit the valley and ascertain what Tacoma could do to assist and to prevent the employment of Chinese. S. A. Wheelwright, John A. Parker and E. W. Taylor were to take

charge of the work in the city and both committees were to report the next evening. Various plans were proposed, one of them being to close the city schools for three weeks so that the pupils might pick hops.

The committees made their reports to a packed hall. They said the farmers did not want Chinese but said their crop was worth about \$1,125,000 and must be garnered. They offered \$1 a box, housing, and vegetables. About 1,100 pickers were needed and the harvest was ready.

The town committee had prevailed upon the school board to grant three weeks' vacation to pupils who would go to the fields. The Northern Pacific Railroad made one way fares of 27 cents to Puyallup and 36 cents to Sumner and had agreed to put on a special train leaving Tacoma at 6 A. M. and Sumner at 7 P. M. if fifty persons would ride. The committees urged and clamored, but their best efforts failed to supply the demand. The growers imported pickers from Portland, and the Chinese invasion was avoided and the crop was saved. Many pupils of the Tacoma schools spent "hop money" that winter.

## CHAPTER XL

1889—REAL ESTATE EXCHANGE FORMED—THIRTY-SIX STEAMERS ON REGULAR RUNS—GREAT REAL ESTATE ACTIVITY—MONEY POURING IN—SHINGLE MEN ORGANIZE—LIBRARY GROWS—MASON PRESENTS I STREET BRIDGE TO CITY—WRETCHED MAIL SERVICE—CLEARING HOUSE OPENS—STATEHOOD ENABLING ACT SIGNED—ANOTHER ALUMNI ASSOCIATION—WHEELWRIGHT ELECTED MAYOR—BATES-SNELL BUILDING WRECKED BY WINDSTORM—ELECTION OF STILES, SULLIVAN AND OTHERS TO CONSTITUTIONAL CONVENTION—NOTABLE OARSMEN AT REGATTA—SQUABBLE OVER SALOON LICENSES—DREDGING OF TIDEFLATS BEGINS—HATCH-NORTHERN PACIFIC CONTROVERSY—THOMPSON INTRODUCES MANUAL TRAINING IN PUBLIC SCHOOLS.

Forty-three real estate men met in the offices of Ross & Naubert, in the Mason Block, on the evening of November 27, to organize a real estate exchange. E. N. Ouimette was chosen chairman and H. C. Wallace, secretary. Messrs. Hall, Elder, Hays, Ballou and Wallace were appointed a committee on permanent organization. Their report was made December 7th, and the Tacoma Real Estate & Stock Exchange came into being, with E. L. Sawyer, J. Elder, C. B. Hayden, J. H. Hall, H. C. Wallace, F. C. Ross, A. S. Hewitt, E. N. Ouimette and J. D. Smith appointed as incorporators, and some ninety dollars was added to the \$325 which the Chamber of Commerce and Citizens had contributed toward paying the expenses of publishing a series of Tacoma stories in the Chicago Times. The exchange was incorporated December 15th, with \$50,000 capital stock. It opened for business February 25, 1889, in the Chamber of Commerce Building.

The real estate business was thriving, and prices already had

reached a height that produced a few doubting Thomases, lots being sold far away from the business center, beyond the reach of carlines built or projected, at figures which, judged at this remote time, at least justified the statement then often made, namely, that Tacoma had the ablest band of real estate salesmen on American soil, if indeed it did not clinch the allegations of envious neighbors that Tacoma also had her full share of gullibles. A clerk put up a week's pay for an option on lots; sold the next day at a profit greater than his salary for a year; quit his position and opened an office, and in four months he had \$28,000 in bank and no debts to speak of—that's one of the stories of the period.

Radebaugh was glorifying south end property, Mason the north, and G. W. Thompson the west. Frank C. Ross had not yet risen to offer tideflat fortunes.

Thirty-six regular steamers were arriving and departing. Tacoma was the terminus of the lines to Alaska and already a fine wholesale trade was developing. Tacoma was indeed the terminus of all rail and water lines to Puget Sound. Eighteen trains were arriving and departing daily. Two large hotels, the Massasoit and the Fife, were nearing completion and The Rochester (now the Bonneville) was being started, and a large wing being added to the Tacoma. All hotels were overcrowded. Street car lines were building and one syndicate after another asked for additional franchises. Every street from Ninth to Fifteenth inclusive had been staked out for carline uses.

The assessed valuation in 1880 had been \$517,927, and for 1888 it was more than five million dollars. The city had twenty-two structures belonging to churches, eight good school buildings, and fifty miles of sidewalks, while in 1880 there was but one. Every train brought to the city a load of enthusiasts. Brokers and banks, outfitting companies and grocers, trucking companies and fuel dealers were working at topnotch pitch. A frenzy had seized upon us. The millenium of prosperity had come and there was no thought of the morrow.

An elderly farmer and his wife came from Illinois with about forty-two hundred dollars, and stopped at one of the cheaper hotels, intending to slip quietly up the valley in a day or so and invest in a hop farm, where they might enjoy in an unostentatious

way the evening of life in a salubrious climate amid pleasant neighbors. Some of the real estate men employed agents to visit the hotels and ascertain from the registers and the clerks if likely "prospects" had come in, and one of these discovered the farmer. Before noon the next day his money was in another man's pocket and he was the enthusiastic holder of large acreage in the west end, which he never had seen, nor did he ever see it, as he sold it before the week closed for \$8,250, which so magnified his boldness that he reinvested again and again, and, as the story goes, he returned to Illinois in about eighteen months by way of the Orient and the European "Madonna belt," landing finally at the old homestead in a special car. In all his dealings here he never had a deed to anything.

Everybody was enthusiastic. Why not? Great factories were being established. Philadelphia money was still pouring in. Villard was knocking at the door with his millions. There were rumors of Rockefeller investments here—of nail works, barge works, paper mills, and what not. Rockefeller had been here about three years before and had expressed the most favorable sentiments. The population was growing at a tremendous pace. The hotels scarcely could care for the newcomers, nor could houses be built rapidly enough to shelter new settlers.

Everything seemed to be propitious except the shingle business which, much worse than at present, then had its periods of blue funk. And so, in the hope of applying resuscitative remedies the millmen of the sound met in the Hotel Fife and organized the North Pacific Cedar Shingles Manufacturing Association, electing William Page, president; George E. Atkinson, vice president, and Joseph M. Blain, secretary. All of the officers were Tacoma men. Profits in shingles were then almost unknown. The small amount of capital required and the fact that much second-grade and refuse cedar could be utilized had induced many men of limited experience to establish small mills. Markets were restricted as the product was little known in the eastern states where it came in competition with the pine shingles of the northern states. The organization, like many another which the shinglemen have tried to establish, failed to use printers' ink discreetly and soon was in financial troubles, passing out of existence through a receiver's hands.

The question of garbage disposal had for some months been before the council and became very troublesome in midsummer, and the officials settled it by scowing the refuse out into the bay, a method which every city on the sound has pursued at one time or another, sometimes to the offense of the Federal Government.

The council also was discussing the library question. The town had outgrown the little library which Mrs. Moore had established and so loyally nursed along, and there had been a distinct demand for something better. It was in response to this demand that Walter G. Thompson sent to the council December 1st a letter in which he offered to donate 2,000 well bound books toward the establishment of a free public library if the city would, by ordinance, provide for the proper care of them in suitable rooms. He offered to go still further. If the city would appropriate \$1,000 for buying books he would add another thousand books to his gift. The mayor and Messrs. Lillis and J. H. Houghton were appointed as a committee to meet with a committee from the library association to work out plans, and a few weeks later the council voted \$75 a month to assist the free library movement.

Events happened rapidly in those days. The ink on Thompson's library letter scarcely was dry before the council received another. It offered a free bridge across the gulch on I Street. The bridge was offered by Allen C. Mason who proposed to build it according to plans already drawn by the city engineer, and present it to the city, the only requirement being that Mason be permitted to erect over the bridge an arch bearing the legend: "Presented to the City of Tacoma by Allen C. Mason." The council wasted no time in giving an affirmative reply. That gulch, which lay at the foot of "Job Carr's Mountain," already had given the council much trouble. Mason was preparing for real estate operations in the north end—operations heavier than any other Tacoman had undertaken, and on a larger scale than has been undertaken since that time. In a little while he was to let to R. B. Mullen a contract to grub and clear 600 acres of north end land covering almost the entire territory northwest of the Badgerow Addition as far as the smelter; he was to build another bridge, this time across the gulch on Proctor Street, and present this also to the city, as well as the park now known as Puget Park, but which might properly be called "Mason Park."

The rapid growth of Tacoma in 1888 taxed the postoffice facilities and by the end of the year conditions had become unbearable. While the population had been increasing by leaps, the postal appropriation had not increased and long lines of impatient patrons were to be seen at the single delivery window at all hours of the day, and the newspapers, commenting, said that the combined expletives used by the waiting crowds were enough to blast a larger community than this. The postmaster was then contributing some thirty dollars a month out of his own pocket toward the salaries of his clerks, the Chamber of Commerce and the business men were doing some vigorous complaining, and it was hoped that the red tape with which Washington too often manacles the public service soon would be removed and adequate accommodations given.

At 2 p. m. December 19th the boiler of the steam tug Susie exploded, while the boat was at the dock of the Pacific Mill, badly injuring Capt. J. P. Doyle, Stephen Doyle, his brother; W. S. Bowen of the Fox Island Clay Works and Engineer Mallory. The explosion threw the injured men into the water. The boat sank. She had been bought by the Fox Island people two days before. The regular engineer had gone away the day before to get married and had placed Mallory in charge. He was said to have been competent but he disappeared the moment he was able to travel, and the accident was charged to his carelessness or lack of experience. Captain Doyle died a few days after the accident.

The Tacoma Clearing House Association opened for business January 3, 1889, in the office of the Land Company Del Norte in the rear of the Merchants' National Bank, the officers being Samuel Collyer, president; A. F. McClain, secretary, and A. V. Hayden, manager. The first day's clearings amounted to \$78,520.13 which was increased the next day to \$126,507.90. At the time of its organization it was the only clearing house north of San Francisco and had as members every bank in the city with the exception of the Tacoma National, which joined a short time later.

President Grover Cleveland affixed his signature to the bill authorizing the State of Washington, on Washington's birthday,

1889. In Tacoma the people attended an entertainment given by Company C, N. G. W., in Alpha Hall, and the dedication of the new Germania Hall at E and Thirteenth streets. There were no fuss or frills about the celebrations of this important and long-delayed event and the day passed quietly. The day before, the United States lighthouse tender *Manzanita* had arrived, having on board the naval commission recently appointed to investigate the advantages offered by various Pacific Coast points for the location of a government navy yard. The commission was composed of Capt. Alfred T. Mahan, Commander Colby M. Chester, and Lieutenant-Commander Charles H. Stockton. They seemed impressed with what they saw but they already practically had decided to chose the Bremerton site, which they soon officially announced. It was not until 1891, however, that the exact spot was designated, this being done by Lieut. A. B. Wyckoff. The bill making Tacoma a port of entry passed both houses of Congress February 21st, and was signed by President Cleveland a few days later.

At the annual election of the Chamber of Commerce March 5th Nelson Bennett was elected president; Andrew C. Smith, first vice president; F. T. Olds, second vice president; F. M. Wade, treasurer; Samuel Collyer, W. N. Pratt, John Macready, S. M. Nolan and Alex Baillie, members of the executive committee.

The first of the big "twin mills" of the St. Paul & Tacoma Lumber Company was set in motion Monday morning, April 22, with about three hundred men on the payroll, and a daily capacity of 200,000 feet. Its band, circular and gang saws, planers, trimmers, shingle and lath machines were driven by two 275-horse power engines. It represented an investment of about \$175,000 and the company announced that it immediately would begin the construction of another mill of the same size. The foundation rested on about fifteen hundred piles driven into the silt of the tide flats. On this base of piling was laid the masonry foundations upon which the machinery was placed, the foundation for the gang saws being 22x26 feet. The mill building was 66 by 300 feet in size with a 44 by 45 shingle mill adjoining.

At a meeting in the court house on the evening of April 23rd, presided over by Associate Justice Frank Allyn, preliminary

steps were taken for the reorganization of the Alumni of Tacoma. Speeches were made by many of the sixty college men present and musical numbers were given by local talent. Messrs. Bausman, Fitch, Snowden, Gault and Wheelwright were appointed a committee on permanent organization with Messrs. Zabriskie, Wells, Gordon, Moore and Stiles as a banquet committee. J. R. Kennedy, Oberlin, 1853, and G. B. Shane, Lehigh, 1888, represented the two extremes as to age. While many of the eastern colleges were represented, the University of California was the only western school having graduates at the meeting.

The cornerstone of the Swedish Lutheran Church was laid at I and Eighth streets on the afternoon on Sunday, March 10th, with addresses in Norwegian, German, Swedish and English. All the churches just then were enjoying a rapid growth, part of which was due to a four-day revival meeting which Evangelist Dwight L. Moody had conducted a short time before in Alpha Hall. The hall was packed at every service.

Theodore Hosmer returned from a four weeks' trip east where he met officials and stockholders of the Tacoma Light & Water Company, and they decided to increase the capital stock of the company to \$1,000,000, in order to make additions to the plant. Mr. Hosmer said that the fifteen miles of water pipe then in the streets would be doubled before October 1. The gas plant, which only recently had been increased in size, would receive still further additions, and a new building would be erected at the electric plant.

The appearance of six gurney cabs on the streets in May, with their fine teams in brass-mounted harness, caused the people to stop and look at the new signs of metropolitan progress. Another and more striking evidence of growth was in the schools. It was estimated that the school population was increasing at the rate of 150 pupils a month. Every room was filled and the board was planning three new buildings.

The books showed a total of 2,708 voters registered when they were closed on the evening of April 26th for the election of May 7th. It was preceded by a lively campaign on party issues, and resulted in seating S. A. Wheelwright, democrat, in the mayor's chair, with a majority of sixty-two votes over Robert

Wingate, republican. The vote: For mayor, Wingate, 1,088; Wheelwright, 1,150; for city treasurer, Armstrong, republican, 1,162; Taylor, democrat, 1,072; for city attorney, Snell, republican, 1,204; Carroll, democrat, 1,029; for city surveyor, Bean, republican, 1,268; Balch, democrat, 950; for street commissioner, Hodgins, republican, 1,449; Smith, democrat, 784. The councilmanic contest developed a tie in the First ward between J. P. Conway, republican, and John N. Fuller, democrat, each receiving 104 votes. In the Second ward Charles T. Uhlman, republican, received 587 votes defeating L. E. Post, democrat, by a majority of 352. James N. Dougan, democrat, defeated J. B. Cromwell, republican, in the Third ward by 174 votes out of a total of 792. The Fourth ward gave John Horsfall, democrat, a majority of seventy over S. B. Baker, republican, who polled 143 votes.

A few years later Wheelwright went to Chicago to organize a society composed of former Washington citizens. He fell into financial troubles and ended his life.

On the afternoon of May 4th the city was racked by a sudden windstorm of great violence. The unfinished four-story Bates-Snell Building at Tacoma Avenue and Seventeenth Street was blown down, killing Walter Bates, Sr., the contractor; Frank W. McCormell, Thomas C. Bell, and George M. Bell, carpenters; and Stanislas Gervois, a lather. Eight persons were injured, among them were City Attorney-elect W. H. Snell, one of the owners, and the Rev. Mr. Mackey, pastor of the First Presbyterian Church. The coroner's jury, impaneled to inquire into the causes of the disaster, found that the building was not properly braced and recommended that a building inspector, with ample authority be appointed by the city. The storm was one of the most severe that ever visited Tacoma. It came out of the southwest and arose so quickly that it caught the twelve men employed on the frame structure unprepared. Following the crash cries for help came from all parts of the wreckage. Willing hands began liberating the men pinned down by the heavy timbers, and when rescue was completed the building had been torn to pieces and the lumber scattered in all directions.

In the following autumn, November 17th, a severe wind storm

came out of the southwest. It tore the canvas from the Presbyterian tent at Eleventh and G streets, causing a panic among the women and children attending Sunday school. It ripped the canvas from the Gospel tent at Thirteenth and E streets and then wrecked the new brewery building which James H. Berry was constructing on Twenty-sixth Street, between J and K streets. The brewery was 121 by 40 feet in size and about fifty feet high. The braces had been removed and had the storm come on a week day it doubtless would have resulted in as great or greater loss of life than the wrecking of the Bates-Snell Building. Several other buildings were rocked and twisted, and there were so many evidences of careless construction that the city council soon pressed an ordinance creating the post of building inspector and John Forbes was appointed to fill the position. A plumbing and drainage inspector was provided for. Another forward step was the adoption of an ordinance excluding dairies from the city—a law which has given much trouble in the breach. Small dairies violated it for years, and political influences often protected them though they were vending milk of a dangerous character.

The election of delegates to the constitutional convention was a rather tame affair as compared with the lively municipal election of May 7th. In the Twenty-second District, composed of the Second and Third wards, P. C. Sullivan and Theodore L. Stiles, republicans, and Gwin Hicks, democrat, were elected; while in the Twenty-third District, composed of the First and Fourth wards and Puyallup, H. M. Lillis and C. T. Fay, republicans, and R. S. Moore, democrat, were successful. Sullivan polled the highest vote, 924.

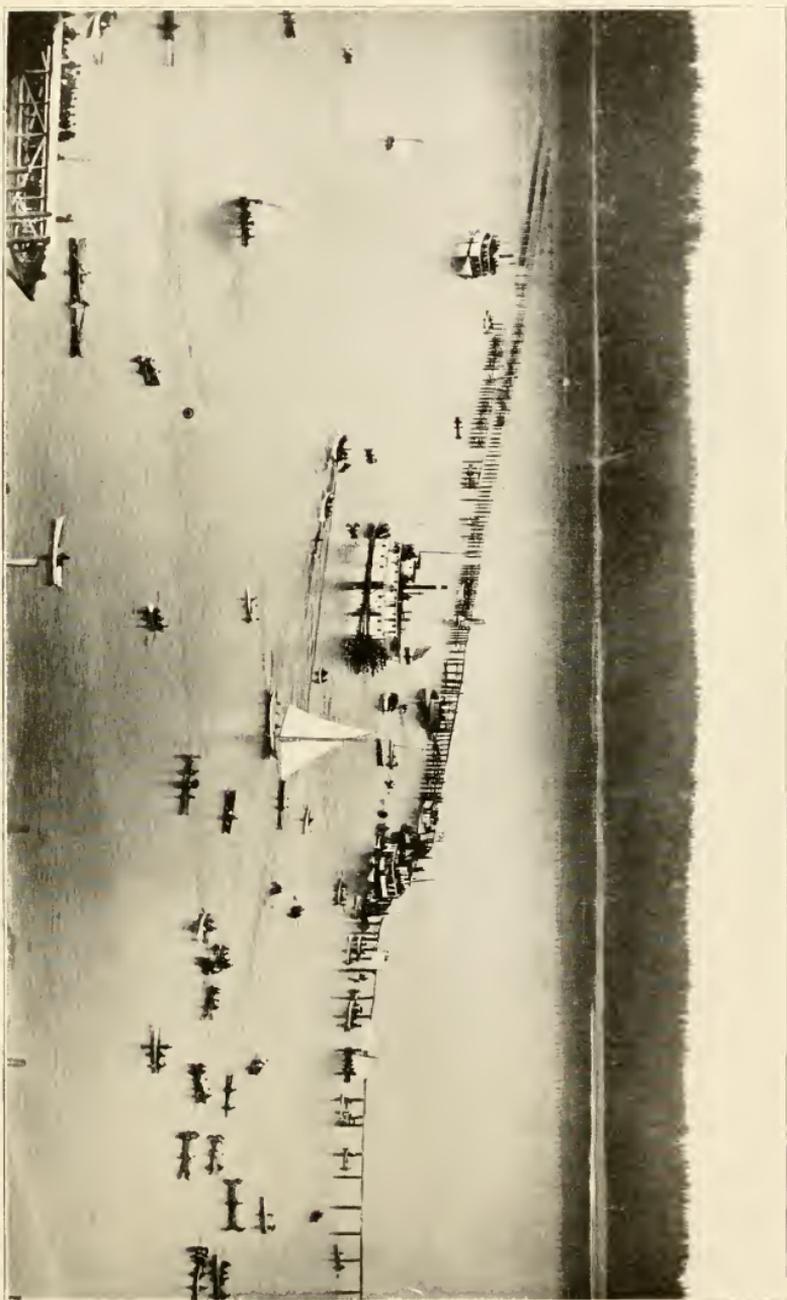
Amid the screeching of whistles and the cheering of spectators the sternwheel steamer Fairhaven was launched on the afternoon of May 15th from the yards of Captain Holland, just north of the railroad bridge, on the city waterway. Little Miss Sadie, 13-year-old daughter of Nelson Bennett, broke a bottle of wine over the prow of the steamer, christening her. The Fairhaven was built for the Fairhaven Land Company, of which Nelson Bennett was president, and she cost \$30,000. She was 130 feet in length, 26 feet beam, with a hold six feet in depth.

Two 14-inch cylinder engines with a 60-inch stroke furnished the power and her estimated speed was fourteen knots. Sleeping accommodations for thirty persons were provided, and a freight capacity of 150 tons. The first crew was composed of H. M. Parker, Tacoma, captain; Fred Wilson, Olympia, first officer; A. F. Brunbrook, Seattle, chief engineer; Fred Gupstill, Seattle, assistant engineer, and George Evans, Whatcom, steward. Bennett just then was deep in the work of making a city of Fairhaven, his success there yielding him another fortune.

Tacoma streets were deserted on the afternoon of May 18th the day of the great regatta and all Tacoma, with some five thousand visitors, lined up along the bluffs to witness the races. Several exciting preliminary races between boat crews from ships then in the harbor and Tacoma boats made up the first part of the program, and then came the big event—the race between William O'Connor, champion of America; George W. Lee, O'Connor's trainer; Henry C. Peterson, champion of the Pacific Coast, and Albert S. Hamm. It was intended that the race should be over a course three miles. But the tide shifted the outer turning stake, shortening the distance to  $2\frac{3}{8}$  miles. Over this the four great American scullers sped, making time very close to the fastest ever recorded in any race of the kind. The official time was: O'Connor, 14 minutes, 2 seconds; Peterson, 14 minutes, 4 seconds; Hamm, 14 minutes, 14 seconds, and Lee 14 minutes, 15 seconds. The race was rowed for prizes of \$500, \$250, \$150, and \$100, which Tacoma business men had put up.

Large quantities of powder were used in the extensive land clearing and excavating operations in the spring of 1889. Experienced powder handlers were scarce and at times green men were employed. One of these green men, before undertaking his new work, went to an old powder man and asked him how much of the explosive he ought to put into a hole of a certain size. The man, taking the matter as a joke, told him to "fill her chock full." Shortly afterward there was a terrible explosion in one of the new additions, and earth, rocks and fragments of stumps filled the air and caused a great commotion in town, though it was by this time pretty well dulled to the ignorance and carelessness of powder men who, day and night, worked in the fever of

A REGATTA IN THE LATE '80s BEFORE THE TIDEFLATS WERE FILLED IN





intensive city-making. The roar of blasting could be heard in all directions.

The new council held its first meeting May 18th and City Clerk Meade was elected to succeed himself without a deadlock such as had developed the year before, but the council ran into the breakers when it took up the selection of a chief of police. Several nominations were made and a number of ballots taken without result when it was proposed to delay election and proceed with other business. Dr. F. L. Goddard was elected health officer; Fire Chief Rainey was chosen as his own successor, as was also R. M. Montfort, port warden, and the council adjourned to meet that evening. At the evening session the first ballot for chief of police showed that the deadlock continued. Councilman Caughran suddenly deserted the man he had been supporting and voted for A. M. Chesney, a carpenter, who had not been nominated. This was a surprise to the other members, but that it was a pleasant one was indicated by the rapidity with which they flocked to the new standard, Chesney being elected on the sixth ballot.

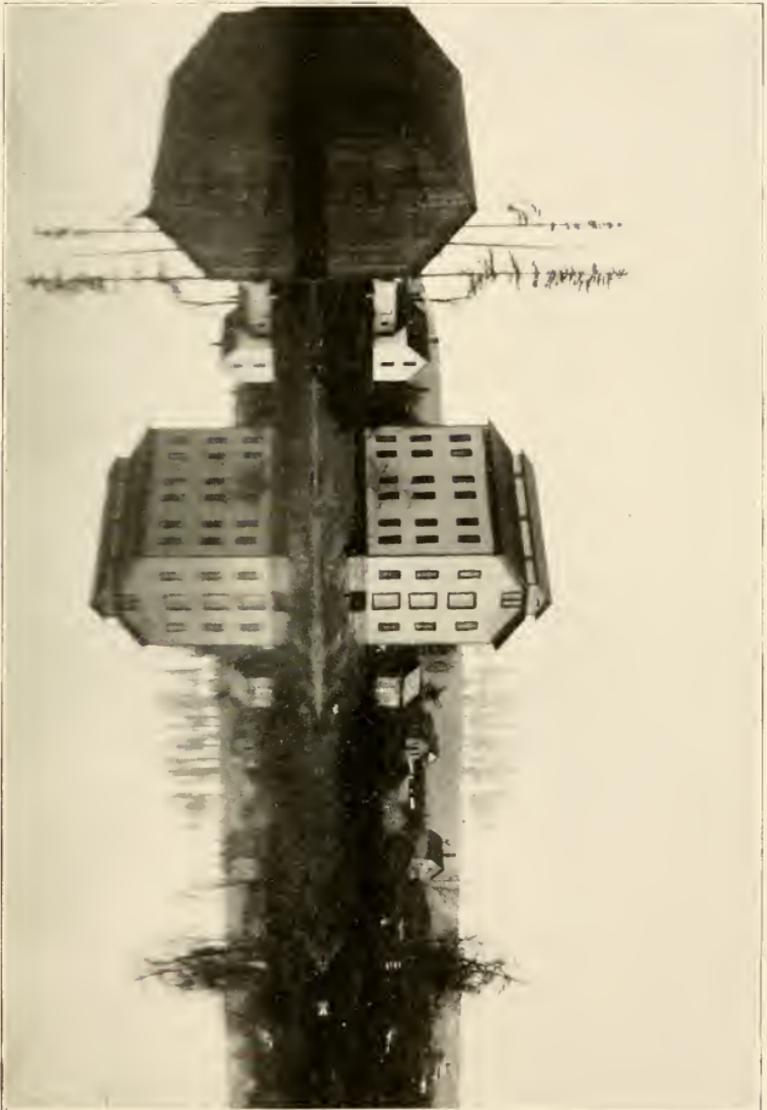
The new council found that Tacoma had eighteen saloons operating without a city license. The preceding council had split on the license question—for years a subject of debate—some of the members favoring retention of the \$500 fee, while others thought it should be \$1,000. In the midst of this conflict the licenses expired, but the saloons had continued, though in violation of the ordinances. The new council took up the question but found a sharply divided opinion, and the problem was on the point of going over until the next meeting when an ingenious member suggested that the new chief of police might deem it his duty to close the saloons, thus depriving councilmen of their matutinal eye-openers—a possibility which immediately aroused a spirit of compromise, and apparently something of a sentimental generosity for the saloonmen, as the council at once granted licenses to the most of the nineteen applicants at the old rate of \$500, again demonstrating that city councils are human, and, being human, are not without their comical aspects.

When the tug *Vigilant* arrived in the Tacoma Harbor towing the big dredger *Pacific* which she had brought all the way from

San Diego in sixteen days, shipping men marveled. Before leaving the California city the decks of the dredger had been planked over, her 150 tons of machinery had been so distributed as to balance her and several barrels of oil had been placed where they would be convenient in case heavy seas were encountered. The dredger, which had been built in San Diego the year before at a cost of \$60,000, was 210 feet long, 32 feet beam, 9 feet, 10 inches depth of hold, and her 250-horse power engine operated pumps with a capacity of 19,000 gallons of water a minute. She was brought north to assist in the dredging and filling-in on the tide flats, this work just then having begun on an extensive scale.

The right of way trouble which for some time had been brewing between the Northern Pacific and M. F. Hatch, owner of the old mill near the foot of Pacific Avenue, came to a head on May 17th when a crew of railroad workmen began driving piling on the tide land occupied by the mill buildings. Hatch, while admitting that he did not have title to the land, which belonged to the state, held that as he was in possession and owned the improvements, his claim should take precedence over that of the railroad company, and he drove the workmen away with a revolver. Maintaining a guard over the mill Hatch sent a man after Judge Allyn, who was in the Grays Harbor country, with a request that an injunction be granted to restrain the railroad from further trespass. Judge Allyn issued a temporary order, but the next morning the railroad workmen again appeared and began driving piling when Hatch, at the head of a force of six guards, opened fire with revolvers. Three shots were fired, the bullets passing so close to the workmen that they dropped their tools and ran. Northern Pacific Attorney Mitchell said the men had returned to the work through a misunderstanding and that the railroad had no intention of disobeying the orders of the court. Both sides went into camp to await the action of Judge Allyn.

The trouble broke out afresh about six months later when the railroad prepared to build a second track across the mill property. Railroad officials said they had offered Hatch \$10,000 to get out of their way and that, when he had refused this offer, it had been increased to \$15,000, which he also declined, and it was charged



LOOKING SOUTH FROM THE HEAD OF THE BAY IN THE EARLY '80s  
The Watson & Olds Flour Mill



that he was trying to block development and had a chip on his shoulder. He at least thought he had some rights and on the morning in question he had forty men on guard at his mill. Several policemen were watching both sides. Closer and closer to his buildings came the pile of earth of which the grade was being made, and cutting time came without either side being drawn from its position and then City Attorney Snell expressed the opinion that both Hatch and the Northern Pacific were merely tenants of the land and so long as the railroad did not destroy property it had a right to lay its tracks. Next day the grade was shoved across the disputed strip and the track was laid.

When the school board met May 31st it was surprised and pleased to receive a letter from Walter J. Thompson in which he offered to give \$10,000 to establishing a manual training department in the Tacoma Public schools. The money was to be divided, one fund to be used for a girls' department, the other for boys. These funds were to buy tools and equipment, the board to provide rooms. It was thought 300 pupils could receive instruction and that the new course should be made the reward for study and good deportment.

Manual training then was regarded by many merely as an ephemeral fad, and those favoring it had to wait until 1893 and they had to elect a new school board and have a new superintendent of schools (Gault) chosen, before their visions became a reality. Thompson then proceeded to buy tools and benches for the new department, provision for which was made in a frame building across the street from the Bryant School.

The opening of the new department was celebrated on the evening of February 20, 1893, with a large meeting in the Bryant school. Speeches were made by Editor Snowden of the Ledger, G. R. Carothers and Rev. Mr. Aldrich, who said among other things that "in Germany there are too many persons educated for the so-called professions, and socialism and growths of that kind result, but the new training will correct all this." Walter J. Thompson said in part:

"Competition as ordinarily applied in industry, is but another name for war. The power to produce and do things promotes

independence of character, strength of mind, broader vision, better understanding and with it, co-operation."

The new work was a success from the start and Thompson had spent about four thousand dollars when the financial depression set in, and the school board, by force of circumstances, had to decrease its forces to the point where manual training was almost forgotten. Thompson had promised to provide in his will for a \$10,000 gift for a domestic science department for the girls, but this was annulled by the disaster which overtook him, and practically everybody else. Many of his tools and \$75 benches are still in use in the Tacoma schools.

## CHAPTER XLI

1889-90—BENNETT SELLS STREET CAR INTERESTS TO VILLARD—  
ELECTRIC CARS INTRODUCED—BROAD FRANCHISES GIVEN TO VIL-  
LARD—MASON COMPLETES POINT DEFIANCE LINE—MASON'S  
"FREE" WATERFRONT PLANS—NORTHERN PACIFIC RAILROAD  
WATCHES HIM—"THE TWELVE APOSTLES"—ANDERSON THE  
FATHER OF POINT DEFIANCE PARK—CONTROVERSY AROUSED BY  
D. A. R. TABLET—MASON'S \$86,000 MANSION—BUILDING OF  
LAKE CITY RAILWAY, ITS SALE TO UNION PACIFIC, AND ITS  
DESTRUCTION.

The winter of 1889 recorded important street railroad developments. December 6th it was announced that Nelson Bennett had sold out the Tacoma Street Railway Company to Henry Villard, Paul Schulze and D. H. Lauderback, and the buyers announced that as soon as the change could be made they would replace the horses on Pacific Avenue and the steam motors on C Street with Sprague electric motors. The street car company was building the power plant at Thirteenth and A streets, and December 6, 1889, its 75-foot smokestack was raised. The tube was five feet in diameter, and the placing of it was a difficult task, watched by a large crowd.

The change to electricity as motive power was a long time coming. Indeed more than a year elapsed before the first trolley car skipped and bobbed along the billowy avenue rails. This glad event took place February 10, 1890, bringing from one of the newspapers the following comment:

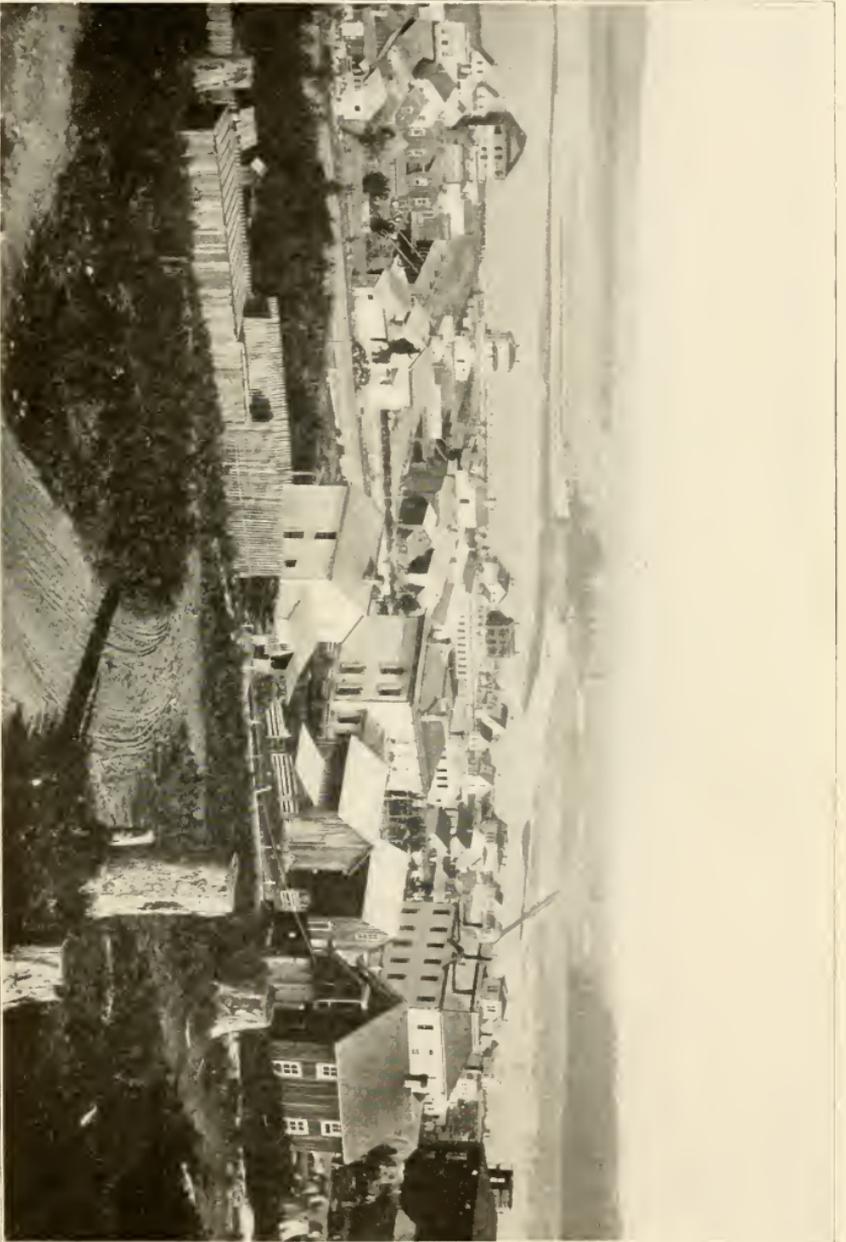
"The electric cars began running up and down Pacific Avenue and the multitudes lifted up their voices and cheered until every throat was parched. No wonder the people went half wild. They had been promised much, but something always happened

to prevent the fulfillment of the promises. The track wasn't laid, the fly wheel had broken, the engineer lost a suspender button, the dynamos caught cold sleeping out in the wet o' nights, the electricity couldn't get a good 'collar-and-elbow' grip on the wires, or some other dire calamity interfered to prevent the starting of the cars.

"Work began last March and it was expected that the line would be in operation long ago. From that time to the present the officers of the company have had many obstacles to overcome. It wasn't exactly a 'demon of ill luck' that pursued them, but it was a regulation-sized imp who wiggled his tail at every opportunity. And whenever he wiggled something slipped a cog. Now it wasn't the fault of Manager Cummings or any officer of the company."

Car No. 11 made the first trip at about 11 o'clock, having aboard as passengers Manager Cummings, a reporter and several of the manager's friends. Mr. Prebble, who had supervised the electrical work from the start, was in charge of the motor. Pacific Avenue was enjoying the quiet of a winter day when the car rounded the curve at Thirteenth Street and started along Pacific Avenue. A strong armed man yanked the gong and rope and the clamor was heard for blocks. Windows went up with a bang. Crowds in the restaurants left their meals, the saloons disgorged, the games of pedro, poker and faro were deserted and within ten minutes the avenue was crowded with people who cheered again and again.

A few minutes after Car No. 11 left the power house, Car No. 16, one of the largest and finest belonging to the company, pulled out on the line with forty or more persons on board. It was operated by Mr. Hill. The cars ran almost to the Northern Pacific wharf, reversed and started back. The run from the Northern Pacific Headquarters Building to Twenty-sixth Street was made in ten minutes, which time included several stops. On the return trip equally good time was made. No. 11 then attempted to climb the Ninth Street grade, being successful at the second trial, while the crowd cheered. The next night the line again was put in operation and hundreds of persons were given free rides.



TACOMA ABOUT 1880

The white horse standing alone in the background was the home of Otis Sprague and the site is now occupied by the Tacoma Hotel



More than four thousand passengers were carried on the new cars on Sunday, February 16th. The next day the first trip was made over the line to Old Tacoma, the car jumping the track at two places, but no damage was done. It was said the tracks had been spread by the steam motors which had been used on the line. The arrival of the cars at Old Tacoma was greeted with cheers by the citizens. The sharp curve from C Street into Division Avenue had been eliminated through the building of a track up North First Street, over which connection was made with the Point Defiance line. The Division Avenue track, owing to the curve and the steep precipice at the foot of the street, had been torn up. It was a danger spot, and too steep for economy.

April 20, 1889, a franchise was granted to a syndicate of which Villard was the head, granting wide authority to lay additional trackage, and it was announced that the company was ready to spend about five hundred thousand dollars. This promise, however, was inflated to some extent no doubt, in order to hasten the passage of its franchise. Two months before a franchise had been granted to Hugh C. Wallace, Isaac W. Anderson, Thomas B. Wallace, Allen C. Mason and Stuart Rice for a line to the smelter. It was provided that a ten-cent fare could be charged on this line, if work were completed within a given period. There were many delays and it was not until December 16th that the company gave to Allen C. Mason a contract to build the line, he to receive 10 per cent of the force account for his services. The company already had arranged to use the lines of the old company as far as Division Avenue and from that point, northwestward the new track, six miles of it was to be laid. The line had to be in operation by March 1st.

Few believed that Mason could complete it. The next morning he ordered 300 tons of rails by wire and the Northern Pacific Railroad officials promised to bring them from Chicago in ten days. Mason set 240 men at work on I Street. Bridges already had been built over the deep gulches at Sixth and I streets and at Proctor and Thirty-first streets, Mason having erected them at his own expense. Through all sorts of weather conditions the work was pressed, and on March 1, 1890, the day set, Mason drove the last spike, near Annie Wright Seminary.

A goodly crowd had gathered and while the people were waiting for the track layers to drive the spikes up to the finishing point, one of the men offered to bet Mason that he could not hit the last spike squarely on the head two times out of five. Mason took the bet. Stepping forward with a hammer and silver spike, Mason said:

“On the 15th day of December I promised that the last spike of the Point Defiance Railroad would be driven on the first of March at 2:30 o'clock in the afternoon. It is now 2:30 o'clock and the last spike is to be driven.”

He said the company had done more than it had set out to do, and even in the face of almost insurmountable obstacles had constructed more than fifteen hundred feet more of track than had been planned. He praised the men who had worked day and night through fair weather, through snow and through rain to complete the road and expressed pleasure that it had been done without the employment of Chinese labor.

It was the first railroad built in the western country entirely by white labor.

Asking the superintendent to set the spike for him, Mason raised the hammer and struck the first blow, saying it was for Bean and Cline, the engineers who had kept them in the middle of the road; the second was for the subcontractors, Mullen, Geiger and Zabriskie; the third for DeLaplain, who had directed the laying of the tracks; and the fourth and fifth were for the officers of the company—Hugh C. Wallace, president; Isaac W. Anderson, vice president; Thomas B. Wallace, treasurer; Stuart Rice, secretary; George W. Balch, superintendent—and Mason had won his bet. Each of his blows struck the spike squarely.

The first track laid was a narrow gauge which was to be taken up a little later and replaced with one of standard width. The railroad scheme had originated with Mason some two years before at about the time he had laid out the Park and Boulevard additions. To this he had added the Prospect Park, Blinn, Puget Park, Bridge and Lawrence additions.

The line cost \$85,000, Mason furnishing the money and taking a note for \$16,000 from each of his partners. About twenty-five thousand dollars was spent for steam dummies and cars.



#### TYPES OF EARLY STREET CARS

The steam dummy is shown, also one of the first vestibuled cars. These vestibules the motor-men themselves had to build, the company deeming them luxuries.



The route of the line was the same as the present line as far as Union Avenue, where it ran diagonally northwest to Washington Street, thence to Thirty-first, and to Proctor.

In after years, when the panic had shelled out Mason and his partners the road was sold under the mortgage by the sheriff who demanded gold coin in payment. This indicates what dishonored depth paper money had reached. The price was \$82,000 and this sum, in gold, was carried to the court house by S. Z. Mitchell under guard of a number of officers. That was Mr. Mitchell's entry into Tacoma street railway affairs. He is now an important figure in electrical affairs in the East.

Mason was pounding away on the necessity of developing the north waterfront as an offset to the corporation-controlled front elsewhere. His arguments were that it was desirable that this waterfront be held by individuals and be not permitted, if avoidable, to fall into the hands, as a whole, of any corporation. It really was the activity of Mason along this "free" waterfront that won the smelter for Tacoma. He gave Thomas Maloney, afterward chief of police, a site for a shingle mill, procured other industries in that section, and, by organizing the Washington Shortline Railway Company, first suggested the watergrade line as it later was followed by the Northern Pacific, though he proposed to carry his line entirely around Point Defiance, and not through a tunnel.

The railroad that he started to build, from Old Tacoma to the Smelter, was designed as a part of the Washington Shortline, whose southern terminus never was fixed, its incorporation papers taking it "to such point as might be desirable," or words to that effect. The Northern Pacific Company feared that Mason would sell out to the Union Pacific which had been flirting with Tacoma. In order to build this stretch of line Mason had to procure right-of-way from owners living all over the United States, but they all willingly gave. The Northern Pacific never believed he would build the Washington Shortline, and it was surprised when he began laying rails of the Old Tacoma-Smelter line. Litigation arose but Mason proceeded in spite of that, and finally the Northern Pacific, with the aim of disposing both of Mason and the Union Pacific specter, offered him a price

that he could not refuse and he sold. The company then employed Nelson Bennett as contractor to complete the road between Old Tacoma and the Smelter, and the foundation was laid for the wonderful work which the Northern Pacific accomplished within recent years, in the fulfillment of Mason's great conception, and in the performance of that achievement Bennett again carved his name deeply in the history of tunnel building in the West.

Having completed the line to his large property interests in the north end Mason then set about creating inducements to home-builders, and his first conception was a community-center on what afterward became known as Whitworth Hill. He subsidized R. B. Mullen to build a waterplant in the great gulch now owned by the Tacoma Water Supply Company, paying him about twenty-two hundred dollars and furnishing a steam plant for the pumps, as well.

He built a row of a dozen houses across the street from what is now the Sherman School property. These houses were known for years as "the twelve apostles." He built two dozen more cottages in the Park and Boulevard additions. Soon all were sold, the first buyers in the "twelve apostles" group being Frank Blattner, E. W. Taylor and Thomas W. Hammond. The real pioneers of the Whitworth Hill neighborhood were L. E. Sampson, R. R. Tripple and Edward Knoble, who had built just west of the water works gulch.

The carfare was five cents to the west line of Prospect Park Addition, and this was known as "Poor Man's Corner" as the laborers from the smelter walked to that point in order to avoid paying an additional nickel.

The steam dummies puffed and snorted and spewed sparks and cinders with a prodigal recklessness, and when women went abroad in their pretty clothes they wore "dusters" and other protecting garments. Even then a hot cinder now and then found its way through a handsome gown. On the steeper grades the dummies occasionally "ran out of breath," retraced their lumbering way to the foot of the incline, then ran for it with a cataract of sparks and a mighty noise that roared in its echoings through the brush and timber. But the service was excellent, all things

considered; it was far too good for the financial well-being of the owners of the line. It never paid a dividend. They profited however by the land sales which the line encouraged.

It was with the aim of increasing profits that Isaac W. Anderson finally suggested the idea of procuring for the city the right to use Point Defiance peninsula as a public park. The other owners at once saw that a park at this point might materially increase the revenues of the line. The more they all thought about it, the better the plan appeared, and there grew in Anderson's mind, as well, the enormous value of this great tract of 638 acres to the municipality, in the years to come. Accordingly the machinery was set in motion. Senator Dolph of Oregon complied with the request to submit the question to the proper authorities in Washington. It is a long story of letter-writing and renewal of appeals to one official after another.

Finally Mason and Hugh Wallace met in the Fifth Avenue Hotel in New York, on one of their business trips East. Wallace had been in Washington working on several matters, the park question among them, and he suggested to Mason that if he had a little money—enough to set up a few good dinners, with cheering accompaniments—he believed he could have the park matter closed up. He thought \$500 would do. "Go to it," said Mason. Wallace was not a stranger in Washington, even then, and it was not long before the measure had passed Congress and reached the desk of President Cleveland who vetoed it through a misapprehension. Then much of the work had to be repeated, and at length the measure again lay on the President's desk. But there was more delay.

One day Walter J. Thompson was in Washington and he called on Secretary Dan Lamont, whom he knew, to ask if the park measure could not be hastened. Lamont promised to lay it before the President immediately upon his return, he then being out of the city. He kept his word, and the President signed it in December, 1888. In after years Congressman Francis W. Cushman did valiant work in procuring for the city a more certain title, though the land still is subject to the demands of the War Department for war uses.

In 1902 the park board asked Congressman Cushman to pro-

cure the fee to the land, instead of a mere license to use it, and three years later he was able to announce his success. But the act still retained for the Government the right to use the land for military purposes, should such a need arise.

"It is worthy of note," wrote Secretary George Lewis Gower, in the report of the Metropolitan Park Board for 1915, "as indicating what speed Congress can make, by unanimous consent, when it chooses, that after one of Congressman Cushman's felicitous speeches in favor of this latter act, it was passed by both branches of Congress and signed by the President in just three days."

It was not until 1907 that complete protection was assured to the beautiful park by the passage of an act by the Legislature giving to the City of Tacoma the state tide lands surrounding the park. The act provided that the lands shall revert to the state if not used for park purposes—a wise provision which already has estopped what appeared to be the depredations of a private, or semi-private, interest in that vicinity.

Where Point Defiance got its name always may remain in doubt. The name appears on the charts of Capt. Charles Wilkes, who is supposed to have visited the point in 1841. The Hudson's Bay Company knew it as Point Ryan, named after the captain of a little steamer that came to the Sound. Historians usually have credited the name to Wilkes, and September 25, 1915, Mary Ball Chapter of the Daughters of the American Revolution, unveiled in Point Defiance Park a handsome granite and bronze marker bearing the following inscription:

"Capt. Charles Wilkes, commanding a United States exploring expedition, visited this vicinity in 1841 and left the names Point Defiance, Neill Point, Commencement Bay, Maury Island, Robinson's Point, Colvos Passage, Gig Harbor and Fox Island.

"The recommendation in 1855 and later of the United States military officers Stoneman, Harney, Casey, Wright and others led the Federal Government to reserve land at Point Defiance for military purposes.

"Francis W. Cushman, in 1905, aided by other representatives from the State of Washington, secured a gift of the land to the City of Tacoma for a city park.

“In commemoration of these events and in honor of these men, this tablet has been erected and presented to the park board September 25, 1915, by Mary Ball Chapter, Daughters of the American Revolution.

“‘Nothing can exceed the beauty of these waters and their safety. I venture nothing in saying that there is no country in the world that possesses waters equal to these.’—Capt. Charles Wilkes.”

At the dedication of the tablet Mrs. C. A. Pratt, regent of Mary Ball Chapter, presided. The tablet was unrolled by the little daughter of Victor Alonzo Lewis, the artistic sculptor who designed the tablet. Mrs. Frederick Beebe, Mrs. Willard Smith and Mrs. W. M. Kennedy formed the committee that had directed the placing of the monument. The speakers were Prof. Edmund S. Meany; W. N. Allen, of the park board, and Mrs. Edmund Bowden, state regent.

Something of a tempest had arisen several days before the unveiling, when it was learned that the tablet mentioned the name of Congressman Cushman, it being deemed by some that too much credit was being given to him, and that historic accuracy was not being subserved. The newspapers were filled with the controversy, and the women of Mary Ball Chapter began to fear that they had made a great blunder. But they had taken the precautions to submit a copy of the tablet's inscription to members of the park board long before the bronze cast was made, and they felt that they had done the best they could.

The Cushman paragraph is a little too broad for the welfare of history as it may be learned from this tablet alone; yet it fits very well into the general scheme if the reader knows all the history of the park's acquisition. Cushman was a faithful public servant whose record of achievement would not be seriously marred were his name not connected with the energetic work he did in the interests of Point Defiance Park. He performed other labors that entitle him to greater distinction, yet it is a fact that he always has been generally credited with having procured this park property, has been called in public places the “Father of Point Defiance Park,” and many honors have been paid to him in this connection. If the women wrote somewhat too broadly in

bronze they were only reflecting a popular conception of long standing. It would be unfortunate if the criticism growing out of the Point Defiance episode should in any way discourage the Mary Ball Chapter in its worthy work of placing markers in historic places, at which it has made so excellent a beginning. It was Mary Ball Chapter that placed the fountain in Wright Park. It was behind the movement that led to the parking of the unused hill streets between C Street and St. Helens Avenue—a work in which E. R. Roberts, then park superintendent, found keen enjoyment, and in admiration of his enthusiasm and abilities the women called the beauty spot “Roberts Park,” but C. P. Ferry unhappily had it changed to a forgotten California name. The Chapter is now interested in marking the “Old Oregon Trail” southward to the Columbia River, and on the new state bridge across that stream a handsome fountain, designed by Alonzo Victor Lewis, will be placed. The Chapter’s representative on the state committee in charge of the work is Mrs. Herbert Hunt.

In building his community center on Whitworth Hill Allen C. Mason’s first step was the planning of a fine mansion which he expected would be open to public uses, and a library and meeting hall. He gave his check for the building of the Mason Library before a stick of timber had been laid or a shovel of earth turned. Perhaps it is the only instance in the city’s history of a building being paid for in advance. He bought about six thousand books for the library, equipped it with comfortable chairs and invited the neighborhood and the city to use it.

In his own residence he invested \$86,000. It had great parlors and dancing floors, broad fireplaces, bowling alley, shooting gallery, pool and billiard hall, and other luxuries. Pictures, statuary, rugs, books and ornaments which the Masons had collected on their trip around the world, adorned the mansion.

One of the aims in building the great house was to demonstrate the beauties of the various Puget Sound woods for interior finish. Mason refused to permit the architects to introduce other woods. The oak was procured from the Nisqually Plains, and curly maple from the nearby woods. One of the great fireplaces was finished in madrona. Fir, cedar, hemlock, alder and in fact every wood indigenous to the Northwest was worked by skillful



#### THE ALLEN C. MASON HOME

Built in the early '90s at a cost of \$86,000. In after years it became Whitworth College and under the plans of Rev. C. K. Staudt and others it soon will be reopened as a college for girls.



#### MASON LIBRARY

Paid for by Allen C. Mason before it was built, and presented to the city



finishers into the ornamentation of the mansion. It was, and is yet, a place of rare beauty, though suffering somewhat from the hard usage of students through the years that it was the principal building of Whitworth College. The hardware, quadruple plated with gold, is still on the doors. The front doorknob, with its escutcheon, cost \$150.

Mr. and Mrs. Mason enjoyed the building of it, and the living in it, but they enjoyed more the Saturday evenings when the house was thrown open to the public, and hundreds of townspeople went out to enjoy the hospitality of the host and hostess and communion with their neighbors. On the opening night about six hundred persons were present. On many of the evenings later on the crowds numbered two or three hundred. The democracy of these gatherings was phenomenal. All walks of life were represented, and there was no distinction. In a little while it all was to be lost under a \$16,000 mortgage. Mason had properties everywhere but scarcely a dollar could be realized on them. His predicament was shared by all others who had property. The democracy of a financial panic is a wonderful thing.

The Masons were asked by the mortgagees to continue to live in the house, in order to protect it, and somehow they managed, in spite of poverty's pinch, to maintain the place, and the Saturday evening "open houses" were welcome diversions for the impoverished community.

Just a week after the Point Defiance line had been completed the first train was run over the tracks of the Tacoma & Lake City Railway, the promoters of which were Frank C. Ross, Fremont Campbell, C. A. E. Naubert and R. B. Mullen. This was a steam railroad, built with the idea that the Union Pacific Company would desire it in order to reach the waterfront in Old Tacoma.

In 1889 the line was surveyed by George Balch, and the contract for grading was let to R. B. Mullen. The north terminus was at North Union Avenue and Twenty-sixth Street. The line ran south through Oakland, Minto (Menlo) Park, Flett, Park Lodge, Winthrop, Sherwood and ended where now stands the Lake Hotel.

In February, 1890, the steel rails and all the track equipment

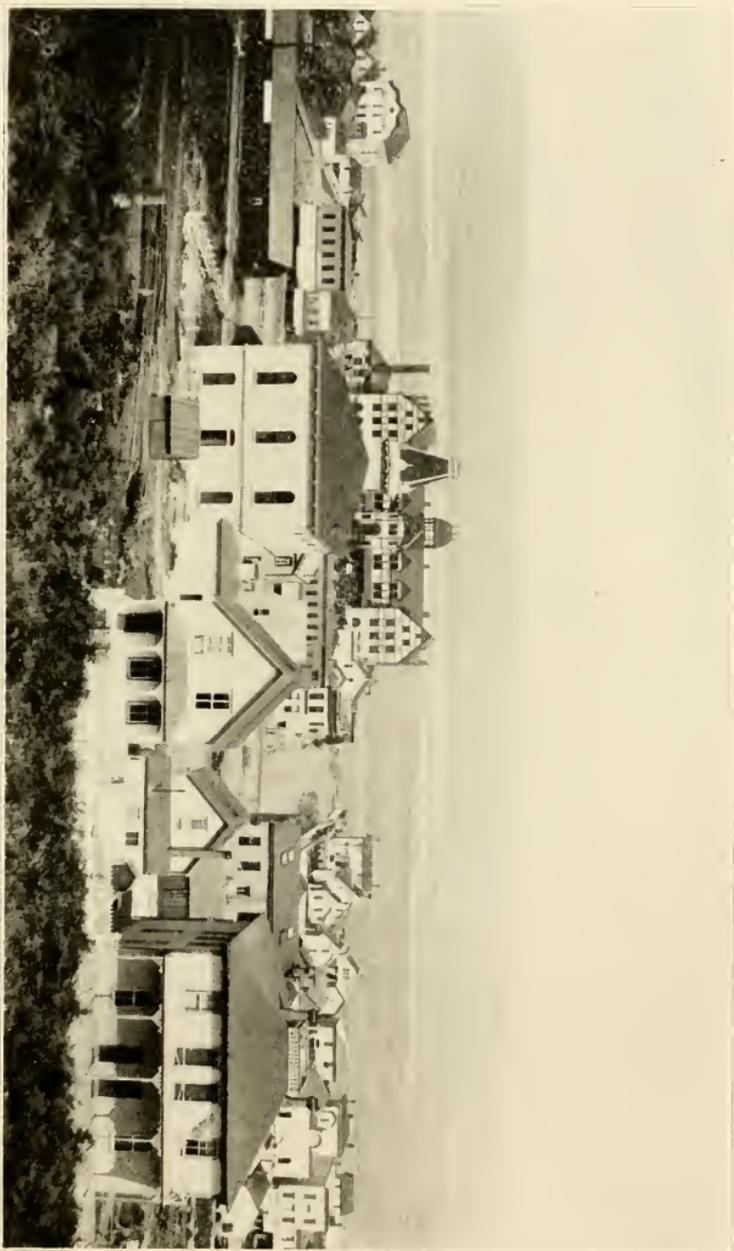
arrived at Edison, now South Tacoma. The company had graded a spur from Minto (Menlo) Park to connect with the Northern Pacific Road at Edison. The company had bought a locomotive and three passenger cars from some road running out of Richmond, Virginia. They had not reached Tacoma yet and the company leased a locomotive from the Northern Pacific Railway Company, to lay the track. John Whalan was the boss track layer.

W. C. Graham was engaged as engineer and was sent East to bring the engine and three passenger cars to Tacoma and they arrived about April 20th. John Foskit was employed as fireman and Mr. Stinson was conductor. In May they began running regular passenger trains. The company arranged with the Northern Pacific Company to run part of its trains into Tacoma and part of them to North Twenty-sixth Street and Union Avenue. At that time the fare from Tacoma to Lake City was 50 cents for the round trip, and for the use of the Northern Pacific tracks the Northern Pacific received half of the fares collected.

About the first of June the Union Pacific bought the line and immediately took it over to operate. The road did a very large business that summer. In the fall business was dull and Conductor Stinson was taken off and Supt. George Balch acted as conductor until the spring of 1891, when Mr. Christopher was put on.

The sale of the line to the railroad was due largely to Joshua Peirce. He had been in New York, and was called into an interview with the Union Pacific officials, who assured him that they expected to build to Tacoma at once if they could not make trackage arrangements with the Northern Pacific. Mr. Peirce then urged upon them the desirability of having a high-grade line—one from which freight draying could be done downhill instead of up. The Lake City's line offered this advantage.

In the fall of '91 the Union Pacific Company was much dissatisfied with conditions. Officials came to inspect the road and to curtail expenses they disposed of conductor, brakeman and all section men, and made Engineer Graham superintendent, conductor, roadmaster, brakeman, mail agent and newsboy, with full charge of operating the road and trains. In this way the road



TACOMA IN THE MIDDLE '80s  
In the left middleground is the courthouse, built when the county seat was removed to Tacoma in 1880. The Elks used it as a club house for several years



paid running expenses up to the time of the bicycle craze, when nearly everybody pedalled, and the train was deserted.

In the spring of 1896 the Union Pacific sold the whole outfit to John S. Baker and Robert Wingate. The road continued to operate until October, when Baker and Wingate discontinued all train service and laid off the rolling stock, and in January of 1897 they removed the rails from the track between Twenty-sixth Street and Union Avenue south to Minto (Menlo) Park, and sold them to a lumber company. Wingate and Baker then made a proposition to Engineer Graham to run one train each way a day between American Lake and South Sixty-fourth Street, South Tacoma. A bus carried the passengers to street cars at South Fifty-fourth Street and Union Avenue. That was the way passengers traveled from American Lake to Tacoma and return in the summer of 1897. Graham was engineer, fireman, conductor, superintendent, brakeman, roadmaster, mail agent and newsboy. The company—Wingate and Baker—was to furnish fuel and oil and all running expenses, and Graham was to keep all fares.

In September of 1897, Wingate and Baker informed Graham that they were going to abandon all trains and ordered him to collect all cars, tools and company property, and place it on the Northern Pacific switch at South Sixty-fourth Street by the next Saturday night and have an engine ready at midnight, as eighty-five men would be there to proceed to American Lake to begin to take up the steel rails. This was accomplished Sunday so that legal papers could not be served. Through the eight years' life of the road no employe or passenger was injured. On many picnic days the coaches and flat cars were filled and many rode on top of the cars and even on the brakebeams. Wingate and Baker sold the locomotive, three passenger and four flat cars to a Mr. Geslinger at Portland, Oregon, and he employed Graham to take the whole outfit to Portland on the Northern Pacific Road. Graham brought the outfit into the state and he took it out.

## CHAPTER XLII

1889—INCENDIARY FIRES ALARM COMMUNITY—“COMMITTEE OF SAFETY” FORMED—GREAT FIRE IN SEATTLE, AND TACOMA EXTENDS HELP—FIRE DEPARTMENT PUT ON BETTER BASIS—BUILDING ORDINANCE ADOPTED—TWO FIRE ENGINES BOUGHT—SERIOUS FIRE ON RAILROAD AND C STREETS—C. P. FERRY’S SALT-WATER PLAN—ST. JAMES HOTEL BURNS—FIRE TELEGRAPH SYSTEM FAULTY—VICE AND THE FIRE DEPARTMENT—MUCH FIRE EQUIPMENT BOUGHT—THOMPSON-SPRAGUE SENATORIAL CONTEST.

Several residences and business houses were destroyed by fire early in May, 1889, under circumstances that indicated incendiarism. Indignation, anger and fear were rather dangerously mixed when, on the night of the 29th the grocery store of Monty & Gunn burned. It caused a call for a meeting in the Chamber of Commerce rooms the next morning. This gathering hardly was under way when it was proposed to make it a citizens’ meeting so that all present could take part and this was done. Some of the old-time westerners wanted a vigilance committee; some thought the fires were the work of a crazy man; others thought them due to the lax enforcement of laws by the police and to leniency in the justices’ courts. One excited man declared that he would kill any “sluzer” found around his house after dark, urged that a vigilance committee be appointed, and closed his remarks by saying:

“You may call this vigilance, Christianity or hell! Self preservation is the first law of nature.”

Resolutions, the preamble of which reviewed the situation and pledged the support of the people to the council in its efforts to stamp out lawlessness, were adopted with cheers. The closing sentence of this resolution contained these words:

“\* \* \* and if necessary we will organize a committee for the purpose of discovering the guilty parties and will maintain the same until every lawless person known to be in the city shall be driven out of it or punished to the full extent of the law.”

A “Committee of Safety,” consisting of twenty-five members, was appointed, and with the organization of this committee, fires ceased.

From its tower on I Street the tones of the new fire bell rang out over the city on June 3d when the Gamewell fire alarm system, costing \$6,785.50, was given its first test. The bell was connected by electric wire with each of the twenty-eight signal boxes in the various parts of town and it was thought that when the fire horses arrived from Oregon Tacoma would be well protected from fire, and events which soon were to transpire not only proved the value of all that had been done but spurred the public to much heavier expense than it had dreamed of.

At 2:45 P. M. June 6th a workman in a basement carpenter shop in the Pontius Building, First Avenue and Madison Street, Seattle, overturned a glue pot and started the most destructive fire the Northwest has known—a fire that swept the entire business district, leaving nothing but charred ruins. The first intimation that Tacoma received of the disaster came in a telegram to Fire Chief Rainey. The telegram requested the Tacoma Fire Department to send aid. An engine and flat car soon were ready for the new four-wheeled hose wagon, accompanied by about twenty-five men, and at 4:25 the train departed at breakneck speed. Ten minutes later Puyallup was passed and after a stop of a few seconds at Sumner, the engineer began a run which carried the train to the Seattle station in sixty-three minutes after it left Tacoma. The arrival of the special was greeted with the cheers of the almost exhausted fire fighters in Seattle, and the Tacoma firemen were soon at work trying to save a part of the city.

At 7 o'clock Chief Rainey sent a call for more help and Hose Company No. 2, with some eight men from Alert Company No. 3, left on the 7:50 train. About this time the Western Union office burned, and for the next few hours no word was received from the stricken city, the lack of news only serving to

intensify the anxiety felt by Tacoma people who by this time had closed their places of business and, from vantage points along the bluff, were gazing at the lurid glare cast against the sky by the burning town thirty miles away. The telegraphers in Seattle took their instruments to a place of safety out in the woods, cut in on the line and began to send out further details.

Seattle stores, markets and bakeries were destroyed and her people were going to be out of food unless it was sent in from outside. The Seattle railroad stations and freight houses were burned, but there were boats in the Tacoma harbor and some of these were soon under charter to carry supplies. Allen C. Mason put every bakery in Tacoma to work on rush orders for bread, and several butcher shops at the task of preparing meats, and at 1 o'clock next morning he left with a boat load of those foods. Suppers remained untouched while those for whom they had been prepared organized the relief work. Subscription papers were so willingly signed that one of them, started by David Wilson, soon had a total of more than \$4,000 pledged. As Mason's boat load of bread and meat started from the docks another was being prepared and left soon afterward in charge of H. O. Geiger, T. L. Nixon, L. F. Cook, M. G. Denter and W. H. Opie.

Mayor Wheelwright issued a proclamation late in the afternoon, in which he urged every man to protect his own home and to exercise special vigilance in watching for incendiarism, the first reports received from Seattle indicating this to have been the cause of the fire. The "committee of safety" was still in existence and the people had not forgotten their late experience with fire-bugs. The night passed quietly, but with many citizens at work preparing supplies and loading them on boats.

Early the next morning Mayor Wheelwright issued another proclamation saying that "provisions, clothing and all necessities of life are likely to be required *immediately*," and called on the people to report at the Chamber of Commerce rooms prepared to leave for Seattle on short notice should their services be required. The mayor also called a meeting, to be held in the Alpha Opera House at 11 o'clock, to work out a detailed plan of relief. The meeting lost no time in getting down to business. Those called upon for remarks said it was no time for talk but for a show of

pocketbook sympathy, and money began rolling in on Treasurer Wade, of the Chamber of Commerce, in contributions ranging from a few cents to more than one thousand dollars each, and before night almost twenty thousand dollars had been subscribed. A. C. Smith and S. M. Nolan were appointed purchasing agents for the committee, while David Wilson was put in charge of the work in Seattle. Shortly after 1 o'clock that afternoon a special train carrying about one hundred persons, 1,000 blankets and quilts, tents, two ranges and other things for establishing relief work, left the city. In Seattle the committee was assigned to a plot of open ground at Third Avenue and University Street and within a short time had the work thoroughly organized. When it was found that it would be necessary to put the burned district under martial law in order to prevent looting, Company C of Tacoma was called out and remained on patrol duty for some days.

Before the fire there had existed a rivalry between Seattle and Tacoma at times like an old-fashioned line-fence fight. While this rivalry has existed since the fire, and no doubt has been one of the causes contributing to the commercial importance of each, the fire brought them closer together and healed many old sores. A few days later food, clothing and lumber were hastened by Tacoma to Ellensburg, where July 5th ten blocks in the business district were wiped out.

When the city council met June 8th, Mayor Wheelwright was still in Seattle assisting with the relief work, and Councilman Caughran presided. On top of the heap of papers on the desk of City Clerk Meade was a petition signed by about seventy-five citizens who asked for greater fire protection at the earliest possible moment and suggested fifty additional fire hydrants, and some steam fire engines. In the discussion doubt was expressed whether the water supply was adequate and the old trouble over the water and light company was injected into the proceedings. Councilman Steele favored a fire tug and said that as soon as the territory became a state he would favor a municipally-owned water plant. The fire tug continued to be a distant vision for many years. The purchase of the water plant was not long in coming about, but with a serious accompaniment of bungling—

or worse. Chief of Police Chesney, who had been in doubt as to his authority to order a clean-up of the back yards and alleys, finally decided to assume that he possessed such authority and the next week he began a crusade against the rubbish which was then a menace to the city. The fire committee was instructed to employ firemen for constant duty, and the council at its next two meetings bought two steam fire engines and several horses, and put the firemen on full time and regular salaries.

Spokane was the next city to be grievously stricken by fire. August 4th some forty blocks of her business district were burned. Mayor Wheelwright at once issued an appeal to the people of Tacoma for relief, and the response was immediate and generous. The Spokane fire added to the belief that "firebugs" had conspired to burn the cities of the Northwest. Seattle, Ellensburg, Vancouver, Roslyn, Goldendale and Spokane had been visited by disastrous fires. Tacoma had been threatened. The city council at once redirected attention to fire protection. An ordinance was passed providing for a paid department, but the council made the mistake of thinking the city could employ men for this work at a lower wage than was paid in less dangerous lines of employment. The firemen threatened to quit, partly because of low wages and also because their wishes had not, in their opinion, been given consideration in the organization of the department. The trouble, however, was adjusted.

The Spokane fire hastened action on the adoption of a building ordinance August 5th. The subject had been before the members ever since the collapse of the Bates-Snell Building, May 4th. It had been discussed in the newspapers, on the streets and in the council chamber, but after all a four-hour session was required to pass the ordinance. Under its terms all one and two-story buildings should have walls at least 12 inches thick; in three-story buildings the walls should be 16 inches thick for the first story and 12 inches for the other two; four-story buildings, 20-inch walls for first, 16-inch for second and 12-inch for third and fourth; five-story buildings, 20-inch walls for first, second and third, and 16-inch for fourth and fifth. In higher buildings the thickness of the walls should be increased proportionately.

The two Silsby fire engines that had been bought by the coun-

cil arrived and were inspected by hundreds of people August 13th when they were given a trial, and met the expectations of the officials. The people began to feel some degree of security. Much money had been spent for engines, horses, hose carts, paid firemen, etc., but there remained some doubt as to the water supply being adequate. On the morning of August 29th a test came.

About 9 o'clock John H. Bell, employed in the secondhand store of William Thompson, went to the paint and oil store of Johnson, Roberts & Company, in the Denver Lodging House Block, for a can of asphaltum. Roberts turned the faucet in the barrel, which had not been opened for some ten days, and fire instead of asphaltum issued and rapidly spread over the floor. Hose Company No. 1, at Ninth and C Street, was the first to arrive, the horses, "Tom" and "Jim," making the run in quick time. Other fire companies as well as the new Silsby engines came in a few moments. Remembering Seattle, Ellensburg and Spokane, merchants everywhere about town began removing their merchandise to buildings outside of the business district. This work was retarded by the piles of building materials then obstructing the streets. Property valued at more than sixty thousand dollars, the bulk of which was insured, was destroyed. The losers were: John Cornell, proprietor Denver Lodging House, several of whose guests narrowly escaped death in the flames; Johnson, Roberts & Company, paint store; Knapp, Burrell & Company, agricultural implements; H. S. Owen, picture frames; R. Latham & Company, feed and produce; Weisbach's Music Store; Jones & Best, a new stock of stationery stored in the rear of the lodging house awaiting the completion of a new building. Other firms suffered from smoke and water, among them being the United States Store of Dickson Brothers; George H. Wood; Mrs. Glennell, lodging house; S. M. Nolan, owner of the building at 1123 Commerce Street; Mrs. J. L. Bliss; Frank Grinnell; Mrs. Matt McCoy, greenhouse between C and Commerce streets; Mr. Dorke, lodging house at 1126 Commerce Street; Doctor Vandeventer, dwelling at 1122 C Street; Capt. Charles Enell; Miss McLain; Mrs. Richards; C. T. Brackett, wall-paper store; Leith & Marfield, job-printing office; Mrs. R. C. Crawford, dress-

making shop; and the clothing and personal belongings of a large number of lodgers.

The community now was thoroughly aroused to its dangers, and C. P. Ferry, appearing just then with a proposal of salt water for fire fighting, had struck the psychological moment, and it really looked for a time as if his plan might be adopted, though \$100,000 was necessary to build it. He proposed to build in the Ainsworth addition a 200,000-gallon wooden tank, or a 3,000,000-gallon reservoir, with a pumping plant on the waterfront. He fairly well convinced the community that it could save the \$100,000 outlay in insurance rates. The Chamber of Commerce favored the project and Oscar Huber was employed to draft the plans.

Just at that time Dr. De Witt Talmage lectured in Germania Hall on "Big Blunders."

It was many a day before the people recovered from their fear of "firebugs." At the council meeting July 21st a great petition was presented urging immediate purchase of three more Silsby fire engines. An agent for this machine was in the room, having come from New York for the meeting, and the deal for a \$4,000 engine was closed instanter. No sooner done than Councilman Uhlman moved that the council select four sites for fire engine houses at once, and that the order for one Silsby engine be increased to two at a price of \$7,500, making four engines in all—one Amoskeag, one Ahren and two Silsbys—and this was carried at once. Tacoma at this time had twenty-eight policemen but the populace was so aroused over fire scares and the shortage of water that the mayor appointed extra men for night work on the hill. The pay of firemen at this time was: Chief, \$125; assistant chief, \$30; engineers, \$90; drivers, \$75; hosemen, \$70; secretary, \$10; call men, \$10 monthly. A month later a Hayes hook and ladder truck was bought at \$3,200, and the community had begun to feel a new security with all its added fire equipment. One scarcely can imagine the depths of disgust and humiliation when the St. James Hotel and two cottages on the northwest corner of South Ninth and Yakima Avenue burned on the night of December 19th with a loss of \$40,000. Although the fire was discovered at 11:17, it was 12:15 before water was turned on by

the fire department. Fireman Morrissey was caught by a falling wall and suffered a broken leg, and Fireman Durham was badly cut. It was all a deplorable bungle. The firemen blamed the water company for the fiasco and the manager retorted that there was plenty of water but the fire department was dilatory.

It was discovered about this time that the new Gamewell fire telegraph system was faulty, and it was revealed that the council had accepted it without a careful examination. The administration, already in bad odor on account of its moral strabismus in connection with saloons and gambling, now came in for a general combing of its business dereliction. But there was a very definite connection, as before alluded to, between the administration's morals and the failure of the fire department. The fire department was honeycombed with politics and the axis about which politics revolved was the Morgan gambling house, a cancer whose last rotten cell was not eradicated for years. It was, of course, tainting the police department also, and in November, (1889) Councilman John Horsfall filed with the council a communication charging Chief of Police Chesney with malfeasance, inattention and incompetency. Nine specifications were signed by Horsfall and Councilman Steele added another accusing the chief of failure to carry out the council's instruction to suppress gambling. Horsfall charged the chief with appointing C. P. Jones as jailer, and accused Jones of defrauding the city in the feeding of prisoners, and at the same time furnishing to the prisoners food that was unfit for consumption; with appointing immoral and improper persons for police duty; with certifying as correct dishonest bills in favor of C. P. Jones; with having taken money from prisoners and failing to return it; with allowing prisoners to escape and with partiality in the conduct of the police department. In lieu of anything more, Chesney resorted to Shakespeare, saying, "Lay on, MacDuff, and damned be he who first shall cry enough!" He said he would be MacDuff and would fight the case.

When a few days later the council began hearing the testimony against Chief Chesney, his attorney, Ira Town, objected to the charges on the ground that they were not specific, and did not give the defendant anything upon which to reply. The coun-

cil therefore postponed the hearing. A few days later it heard the case and censured the chief. He was found guilty of most of the charges. Then, taking up the other cases, Policemen Jordan, Davis, Robb and Dowden were asked to resign and did so, and Jailer Jones was told that his resignation also would be acceptable, but when he presented it the council laid it on the table! The city attorney was instructed to sue Jones and his bondsmen to recover misappropriated money, and when the suit was filed Jones offered to make restitution if the city would drop the action. The council compromised, Jones paid \$299 and handed in his resignation.

The fire department stations and equipment at this time were: Corner of Fifth and A streets, six men; captain, A. J. Bruemner; new Hays hook and ladder truck. Corner of Ninth and C streets, headquarters building, seven men; captain, Charles E. Kennedy; Amoskeag engine, hose carriage and 1,000 feet of hose. Corner of Yakima Avenue and Twelfth Street, two men, one-horse hose cart and 800 feet of hose. North Sixth and McCarver streets, six men, Silsby engine, and wagon with 800 feet of hose. Corner of Nineteenth and E streets, six men, Silsby engine and hose wagon with 1,000 feet of hose. Corner of Twenty-fifth and East D streets, six men; captain, W. R. Knoll; Ahrens engine, two-horse carriage and 1,000 feet of hose. Corner Twenty-seventh and Yakima, twenty-three volunteers; captain, Ed. McDougal; hand hose cart and 800 feet of hose. In addition there were several volunteer companies—the Actives, Alerts, Rescuers, West Siders, Eagles and Our Boys.

The department had four steam fire engines, four hook and ladder trucks, a chemical engine, 10,000 feet of hose, ten horses, seven hose carts, a life-saving net, life-preserving belts and electric wire scissors.

Walter J. Thompson was a candidate for United States senator in 1890. He had been the recognized leader in the House at Olympia in many matters, and was the central figure in the successful fight for woman suffrage in 1888. He had a large following, owing to his pronounced advocacy of measures designed to restore popular government. He had fathered freight

measures of which the east side of the state was in need, and he prepared and introduced a railroad commission bill which, if adopted, might have blocked one of a more radical character adopted in later years. It provided for a commission to which appeal could be taken, but it did not give to the commission the wide authority which it now possesses. General Sprague had been talked of as a candidate, but Thompson had been assured by John S. Baker, Sprague's friend, that he would not run. Thompson had the voluntary support of practically all of the newspapers in the state.

Sprague was in the East and when he returned and announced that he had decided to enter the race, having changed his mind since he had sent Baker to Thompson, it became apparent that the fight would be a merry one, and that Tacoma might lose that upon which her heart was set. Sprague's candidacy had much strength, but his strong pro-railroad affiliations deprived it of the virility of Thompson's campaign, and Sprague soon saw it. The result was that a telegram was sent west by Vice President T. F. Oakes, of the Northern Pacific, instructing his agent to sound Thompson out. He was to ask Thompson to write a letter to Oakes practically repudiating his former attitudes on railroad matters; he was to procure a verbal promise that Thompson would stand with the railroads if he reached the Senate. The ultimatum was delivered by one of Thompson's warmest friends, and it was politely but firmly rejected, and thereafter all the power of the railroad was thrown against him. At that he might have won had he been able to control his own friends, a few of whom he discovered had succumbed to corporate blandishments. It had become plain that Sprague could not win, and the result of the fight was that Watson G. Squire, former governor, was elected. He lived in Seattle and in the years to follow he found it pleasant not only to impel railroads and other corporations to minister to his own city, but to direct political forces to the hurt of Tacoma. Some time after the election Oakes met Thompson in Chicago and admitted that Squire's election was a mistake and he expressed regret that Thompson had not won. Senator Squire, in an attempt to gain Thompson's good will, offered him the

important post of consul to Nagasaki, then amounting in importance almost to ministership, but Thompson refused it.

At the fall election Theodore L. Stiles of Tacoma was chosen as a member of the state's first supreme bench, to serve five years.

## CHAPTER XLIII

1889—A FURY OF SPECULATION—WHAT WAS BEHIND IT?—PROMISE OF UNION PACIFIC RAILROAD—A FEVER IN PROMOTION VENTURES—POST OFFICE SWAMPED—BUILDING RECORD OF THE YEAR—HEAVY BANK CLEARINGS—MANY ADDITIONS OPENED—CURIOSITIES IN STREET NAMING—A CITY'S GROWING PAINS.

Man's natural land hunger had been converted by wonderful profit-taking into a speculative mania. The real estate movement that had begun in 1887 and had become tempestuous in 1888, had by the middle of 1889 become a fury. Real estate men were in their offices night and day. In the excitement of acquiring, Sunday was eliminated and dickering had become a seven-day itch. Men rose at 4 to hasten to real estate offices to give notification of options accepted and offers cancelled. Lots at great distances from the conveniences brought prices which, in the twenty-seven years that have passed, have not been equalled.

What was it all about? Was it a dementia, built up out of a mere hopeful imagination and fed by foolish forces, or was it a movement based upon an intelligent expectation?

The mainspring behind the conduct of the community leaders was the Union Pacific Railroad, then a Gould concern. It was preparing to make Tacoma its northwestern terminus, and in a little while an army of 1,000 men was to be thrown upon the grade from the Columbia River northward. Already the promise had been given directly and unequivocally to Mason, Bennett, Thompson, Sprague, Blackwell, Anderson, Peirce, Hayden and a few more. Mason's wharf building on the east side of the Puyallup River, where he constructed 4,000 feet of heavy timbering, was for the Union Pacific which soon made a contract for it. Its elaborate plans embraced great warehouses, shops, terminal

buildings—in short, millions in expenditures, and a continuous outlay, increasing as its business developed here. It was upon this seeming certainty that the rich and active men of the period poured their money in an unending stream into street car lines, buildings for business and homes and other enterprises varied, venturesome and in some cases vague, but it was not a season when men examined with exacting scrutiny the projects before them. The ease with which money was being made and the rosy future charmed them into the very zenith of human hopes, so that the formation of a \$100,000 company for almost any purpose, was merely a matter of letting it be known; and what now may seem to have been a real-estate delirium was, in that day, a logical fruition, not a fanatical inflation created by hypnosis.

The Union Pacific Railroad terminus! Think what it meant! Had it all come about as Gould and his aides designed, Tacoma with her matchless harbor and unequalled tidelands, would have entered upon a career of queenly eminence which no rivalry could dim.

It was charged then, and it has been alleged since, that the story of the Union Pacific was nothing but an apocrypha—a bait dangled by the shrewd to wrest money from the unknowing. The charge is false. Perhaps sufficient proof is found in the fact that the knowing, as well as the unknowing, went down in the crash that crumpled the nation in '93 and paralyzed every plan which the Union Pacific Railroad, and all other railroads, so carefully had delineated at great cost.

Tacoma was by no means alone in the pursuit of disaster disguised as prosperity. It was a period of expansion and speculation—one of the circling surges of human expectations developing into fatal ecstasy. Solid eastern money lenders, usually conservative, enthusiastically fed their funds into western real-estate mortgages golden in their 8 and 10 and 12 per cent. Eastern investors bought quantities of northwestern lands which they never yet have seen, and it is not remarkable that some of it lay in the remote hills or even beneath the lapping Sound, or, as in some cases, wholly non-existent either in the heavens above or the earth beneath—the fraudulent figments of land fakers. Eastern money was lent on properties whose valuations fictitiously were

quadrupled to make them equal the 50 per cent dimensions required. But in the main this eastern money was handled with punctilious devotion to right principles and to thoughts of the future, for the big men in these western cities who were handling the great proportion of these moneys, were earnest community builders, careful in protecting the good names of their cities to the point of notable self sacrifice. The few who indulged in the fleecy game, however, gave to the West a bad name from which it never has fully recovered. There are eastern men and women now holding \$200 lots on which they have paid taxes and improvement charges for nearly thirty years, all to be added to the original cost of, perhaps, \$500 or \$1,000. Buying a pig in a poke always has been one of the frailties of the race.

But in the fall of '89 there was not a cloud in the sky. Each day had its rainbow and every man a beauteous expectation. As the year drew to its prosperous close the fever of land speculation perhaps diminished a little, while the men who had money and those who hoped to get it organized in scores of directions, to prepare for the great industrial period which the next few years seemed to promise, and the city itself hastened forward public improvements made necessary by the general expansion. Banks, factories and business houses blossomed over night, either in reality or in ambitious prospectuses, incorporation papers and architects' drawings. Let us examine for a few moments the developments in late September, October and November of '89.

The Fidelity Trust Company was organized September 28, capital, \$500,000; T. B. Wallace, president; T. D. Powell, vice president. Board of directors, T. B. Wallace, T. D. Powell, George Browne, John S. Baker, H. C. Wallace, O. B. Hayden, Henry Drum, Isaac W. Anderson, Louis D. Campbell, Paul Schulze, John C. Bullett. The Trust and Safe Deposit Company at once decided to erect a building at C and Eleventh streets to cost \$212,000. Architects were instructed to plan a five-story building with walls sufficient to carry five additional stories later.

L. H. Carver had completed plans for Uhlman's slaughter house and refrigeration plant, to be built on the reservation, and a few days later C. T. Uhlman, Thomas R. Brown, Frank C. Ross, W. A. Berry and Charles Reichenbach incorporated the

Puget Sound Dressed Beef & Packing Company; capital, \$150,000.

J. A. Sexton was drawing plans for an eight-story hotel to be built by J. S. Howell & Son on St. Helens Avenue between Eighth and Ninth and running to D Street. Blue stone was to be used. The third floor was to be finished for offices, and the five upper floors for hotel purposes.

Gross Brothers Building at Ninth and C streets (later the Jones Block) was being hastened to completion at a cost of \$125,000, and one of the brothers said its tower should have an \$800 clock.

October 15th the Washington Live Stock Insurance Company was organized with J. R. Patton, president; G. W. Van-Fossen, vice president; F. M. Hedger, secretary-treasurer; W. J. Sanborn, general manager.

E. C. Burlingame & Co. had 480 men and 180 mules on street contracts on eighteen highways in Tacoma. Among them was the grading of South Twenty-first Street from K to Winthrop Avenue, to E. C. Burlingame & Co., \$10,470; same firm, Jefferson Street from D to West Twenty-first, \$11,990.

October 20th the Tacoma Box Company, L. F. Gault, manager, started its factory at South Twenty-sixth and East I in a building 40 by 80 feet and three stories high. It had a daily capacity of turning 25,000 feet of lumber into boxes, and white spruce was used principally. This was L. F. Gault's entry into Tacoma affairs, beginning then a quality of sound citizenship that has been of great value to the community. Associated with him in the box factory were Frank A. Smalley and W. W. Sly. The capital was \$30,000. The factory soon burned, but was rebuilt. It is now the plant of the Pacific box factory and a part of the original machinery is still in use. C. A. Pratt, of the present company, was a member of the state's first industrial insurance commission and made an excellent record there.

The Washington Coal & Iron Land Company was incorporated for \$10,000,000 by Charles A. Biegler, H. S. Griggs, H. W. Harris, Charles W. Seymour, Edgar E. Benham, Lester B. Lockwood, William H. Hosack.

Henry C. Achilles, A. Norton Fitch and James C. Parmlee

filed articles incorporating the Pacific Manufacturing Company, with \$10,000 capital.

The Mason Mortgage Loan Company was incorporated October 20th by Allen C. Mason, Stuart Rice and Edmund Rice, with a capital of \$100,000. It did an enormous business for a time.

The South Side Street Railway Company was incorporated October 22d by R. F. Radebaugh, Theodore Hosmer and Frank O. Meeker, to build a line from Railroad and South Ninth streets on Railroad Street to Adams Avenue, Adams to C, and on C to Delin. Its capital was \$100,000, and its aim was to give Radebaugh's Wapato line a down-town terminus. On the same day the Tacoma & Puyallup Railroad Company, R. F. Radebaugh, Frank O. Meeker and George McAllister, was incorporated with \$100,000 capital, to build a railway and telegraph line from Tacoma to Puyallup. Meeker then was one of the editors of the Ledger, with Radebaugh, and McAllister was a printer on the same paper.

R. V. Barto, H. W. Barto and D. Williams incorporated the Washington Mortgage Company with a capital of \$100,000, October 22d, and the same day W. A. Campbell, M. B. Hoxie and John B. Cromwell incorporated the Washington Merchants and Manufacturers Collection Agency with a capital of \$100,000.

The National Loan & Trust Company was incorporated by F. F. Gray, Charles Fox and C. E. Claypool with a capital of \$100,000. The next day, October 25th, the Meridian Brick Works was incorporated by T. A. Bingham, Fred Seger, Joseph Burwell, J. M. Morrison and James Pickles, with \$45,000 capital.

The Northwestern Mutual Life & Accident Insurance Company was incorporated October 25th by G. W. Van Fossen, Benjamin K. Hall, S. O'Brien, J. R. Patton, A. J. Berne and F. M. Hedger.

Lindon W. Bates, Charles H. Prescott and S. J. Maxwell incorporated the Bowers Dredging Company, with \$200,000 capital. Bates lately came into international publicity in connection with the commission for the relief of Belgium. He joined

with J. W. Bates and Judson Applegate October 26th in forming the Tacoma Investment Company of Washington, with \$250,000 capital.

The Mechanics Building, Loan & Savings Association was incorporated by Frank B. Gault, R. S. Bingham, George O. Hicks, Emmett N. Parker and Herbert L. Jenkins, October 27th, with \$1,000,000 capital. The same day Reese, Crandall & Redman was incorporated by I. T. Reese, C. T. Reese, S. C. Crandall, D. Crandall and J. T. Redman to conduct a wholesale grocery and commission, with a capital of \$100,000. The South Tacoma Land Company, R. J. Davis and G. N. McAllister, was incorporated with \$100,000 capital.

F. S. Harmon & Company announced that they would build a 50 by 90 three-story warehouse at the foot of Twenty-third Street, to cost \$10,000. The three-story Tacoma broom factory on South Twenty-sixth near G, was making 600 brooms daily.

The Schroeder Banking & Investment Company, Charles Schroeder, Charles A. Biegler and Edgar V. Benham, was incorporated October 29th, with a capital of \$100,000, and the Olympia Land, Loan & Trust Company, G. Watson McAllister and Albert R. Heilig, with \$100,000; the Phoenix Investment Company, W. Van Buren, Daniel McGregor, H. C. Bragonier, with \$50,000; the West Coast Investment & Loan Company, John A. Kemp, N. E. Reed, N. B. Dolson, J. S. Howell, Ezra Poppleton, A. Reeves Ayres, Charles Woodworth, Ira A. Town, W. B. Andrews, with \$500,000; the West Coast Fire & Marine Insurance Company amended articles by increasing the capital stock to \$500,000.

The Columbia Realty, Loan & Investment Company, incorporated. T. J. Maloney, president; Stephen O'Brien, secretary, and William H. Elvins, treasurer; capital, \$100,000.

The Columbia Lime Company, Jacob Siler, Judson Siler, William O. Siler and John T. Blair; capital, \$50,000.

The Tacoma Contract Company, \$100,000, by E. B. Cushing, Frank A. Smalley and George M. Savage.

E. C. Burlingame Contract Company, capital \$100,000, by E. B. Cushing, E. T. Dunning and Frank Smalley.

Skagit Development Company, \$1,000,000, by Paul A. Paul-

son, E. B. Cushing and E. T. Dunning; Skagit Boom & Logging Company, capital \$250,000, by the same men.

Lake Park Railway & Improvement Company, Calvin L. Curtis, James D. Miller, Ira W. McAllister, William Burrows and James E. Alsop; capital, \$100,000.

The Bauerle & Klee furniture factory in the "Cove" began operations in a building 50 by 130 feet, three stories high, and represented an investment of \$25,000. Some forty workmen were employed, and for some time its entire output was sold in Tacoma. The Tacoma Flouring Mill was running double shifts and turning out 150 barrels daily.

Manager Sands, of the telephone company, announced Tacoma as the leading telephone center of the Northwest. It had 452 'phones, while Seattle had but 258. The October lumber cut: Pacific Mill, 4,500,000 feet; Gig Harbor Mill, 2,025,000 feet; St. Paul & Tacoma, two mills, 9,180,000; Tacoma Mill, 5,543,000; total, 21,248,000 feet. Wheat receipts: Puget Sound Flouring Mills, 4,000 tons; Tacoma Warehouse, 10,606 tons; Elevator A, 2,500 tons. Total, 17,106 tons, or 564,498 bushels. Shipments: Wheat, Madeira, 1,563 tons; Reaper, 2,040 tons. Coal shipments, 6,154 tons.

Kissam & Morris completed plans November 1st, for a new Chamber of Commerce Building, 100 feet on South Seventh, 190 on Pacific, 184 on Railroad and 55 on South Sixth, where the city hall now stands. The plans pictured an ornate building five stories in height, with six store rooms on both the Pacific Avenue and Railroad Street sides. The two lower stories were to be of stone and remainder of pressed brick. A two-story clock and bell tower of stone was to be built at one corner of the structure which would have four elevators.

South Side Land Company, Walter J. Thompson, Eber T. Dunning and E. B. Cushing; \$500,000.

Tacoma & Olympia Railway & Navigation Company, "to locate and operate a continuous line of communication, commerce and transportation by telegraph lines, railway and navigation, by the most eligible route as shall be determined by the corporation from the City of Tacoma in a northwesterly direction across Admiralty Inlet, Coos Bay, The Narrows, or either or all of

them, to, along and across Hood's Canal, through the Olympic Mountain region to a point, or points, on the straits of San Juan de Fuca or the Pacific Ocean, or both;" \$1,000,000.

Standard Loan & Trust Company, \$250,000, by George S. Scott, W. Fraser and James M. Ashton.

November 2d the Tacoma & Seattle Electric Railroad Company elected Charles H. French, president; E. L. Scarritt, vice president; L. H. Randall, secretary, and L. F. Thompson, treasurer. The survey was almost completed.

Puget Sound & Washington Railway Company, John V. Moffitt, John F. Gowey, Thomas T. Minor, Frank M. Cummings, John M. Steele and Joshua Pierce; \$1,500,000.

Bankers Title Insurance & Trust Company, Frank H. Gloyd and William N. Spinning; \$100,000.

Baird-Lee Loan & Trust Company, J. H. Baird, president; A. O'Kelly, secretary; Robert Lee, treasurer; J. D. Lee and Phillip J. Baird; \$100,000.

Consolidated Railway, Boom & Lumber Company, E. C. Morgan and E. B. Cushing; \$250,000.

The Phoenix Fire & Marine Insurance Company, Charles Reichenbach, R. B. Barratt, Sheldon Allen, J. C. Munn, John T. Long, J. V. Hogan and J. P. Catron; \$500,000.

Washington Water Supply & Power Company, with a capital of \$3,000,000.

Tacoma Warehouse & Storage Company, Theodore Hosmer, Charles B. Hurley and D. K. Stevens; \$100,000.

Northwestern Supply Company, machinery, supplies, building material, etc., A. B. Todd, J. M. Winslow and H. D. Dunn; \$50,000.

Washington Street Railway, Light, Water & Contract Company, C. T. Uhlman, C. Reichenbach, J. D. Little, J. A. Miller, James Knox and P. Frank; \$1,000,000.

Tacoma Chemical Company, J. M. Keen, D. K. Stevens; \$15,000.

Russell Mining & Reduction Company (to smelt ores), E. F. Russell, W. L. Horner, Charles Woodworth and A. R. Ayers; \$10,000,000.

The People's Building & Loan Association, W. H. Flora,

D. H. Moore, D. J. Griffiths, A. R. Heilig and J. W. Flora; \$100,000.

The Union Loan & Trust Company, Fred F. Lacey, E. S. Glover and N. C. Richards; \$50,000.

Pacific Land & Improvement Company, A. R. Sears, C. E. Harton, O. Nuhn, A. R. Ayres, M. N. Ball, S. R. Turner and G. H. Wheeler, \$1,000,000.

Empire Improvement & Development Company by O. Nuhn, A. Reeves Ayres, W. N. Pratt, S. R. Turner and G. H. Wheeler; \$10,000,000.

The North Pacific Live Stock Insurance Company, Jackson Hunt and Nathan Todtman; \$50,000.

Tacoma Steam & Electric Power Company, James C. Lupton and J. J. Hicks, Jr.; \$25,000.

The Hamilton Loan & Trust Company, of New York, opened an office at 920 A Street with R. E. Anderson in charge, and began making loans on improved city and farm property.

Three hundred men were employed on the street railway construction. Work was being done on Pacific Avenue, St. Helens and Jefferson avenues, and on Ninth Street. There was employment for all who would work.

United States Postal Inspector J. W. Erwin visited Tacoma and found nine carriers and eleven clerks swamped. Because of the large transient population, Tacoma had a larger general delivery window business than San Francisco, he said. Miss Addie Eagan was a distributing clerk, and she was the most rapid worker he ever had seen.

The Tacoma Tannery & Leather Manufacturing Company was incorporated November 22d, with a capital of \$200,000, the incorporators being Rufus J. Davis, Herbert S. Griggs, B. S. Davis and James M. Davis.

Pickles & Sutton had just finished plans for the Manhattan Block which, L. H. Bigelow announced, would be built at Ninth and E streets. It was to have a frontage of 65 feet on E Street, 120 feet on Ninth, and would contain four stores on the E Street side and six in the rear. The upper floors would be separated into sixty offices. The cost was estimated at \$43,000.

The building record for 1889 is a further index to the intense

activity. It showed 1,179 frame residences, and stores with residences above them, costing \$2,390,180; 48 brick buildings for store and office purposes, cost \$1,535,750; 39 factories, \$787,250; 26 elevators and warehouses, \$447,125; 29 hotels, restaurants and lodging houses, \$195,700; 32 buildings for stores, offices, meat and fish markets, \$112,150; 3 fire department buildings, \$9,200; 32 buildings for livery stables and transfer business, \$61,750; six new churches, and four churches to which additions had been made, \$81,600; a new building at Fannie Paddock Hospital, \$65,000; two buildings for charity hospital, \$3,600; four new schoolhouses, \$47,000; an addition to the Hawthorne School, \$8,132; an addition to Lincoln School, \$6,058; Puget Sound University, \$60,000; a light and water power house, \$10,000; total, 1,410 buildings at cost of \$5,821,195.

The building record for 1888 was 1,014 buildings at cost of \$2,821,195.

The school enrollment and number of teachers also told the story of rapid development.

In 1886 there were 964 pupils and 18 teachers; in 1887, 1,111 pupils and 20 teachers; in 1888, 1,401 pupils and 23 teachers; in 1889, 2,294 pupils and 31 teachers. The school property cost \$93,596.60 and was estimated to be worth, at that time, \$264,480.

December 13, 1889, there were 940 telephones in the state and of this number Tacoma had 492; Seattle, 280; Port Townsend, 42; Yakima, 40; Whatcom, 40; Ellensburg, 36; Olympia, 50. In the three months just before that time the daily calls had averaged about 5,500. Miss Helen G. Hicks was operator on the territorial line, Miss Maggie Whalen was chief operator; Miss Alice Phillips was the night operator and Misses Tillie Sypher, Mable Baker, and Neva Cornelius were assistant operators on the day force.

In 1889, twenty-four ocean steamships, with a tonnage of 20,068 called at Tacoma. There were 130 sailing vessels, with a tonnage of 111,086, and Puget Sound freight and passenger vessels operated through this port. In 1888 two vessels were built in Tacoma, the Harry Lyons and the Henry Bailey. In 1889 six were built, The Fairhaven, Susie, State of Washington, Sophie Sutherland, Mocking Bird, and City of Des Moines.

Tacoma's manufacturing industries represented an investment of \$5,190,417; employed 3,484 persons; paid \$192,579 in wages and produced an output worth \$5,844,185. The St. Paul & Tacoma Lumber Company's mill was the largest, with an investment of \$1,500,000, 700 employees and a monthly payroll of \$35,000. Most of these industries had been running less than a year and many of them less than six months.

The first annual meeting of the Tacoma Clearing House Association held January 21, 1890, announced that the smallest clearings for any day in 1889 was on March 21, with \$27,333.26; the largest on November 19, with \$269,625.57. William Fraser was elected president; H. L. Achilles, secretary, and S. B. Dusinberre, manager.

For a city only sixteen years old all these figures taunt the imagination. In reality nearly the entire growth had been made since 1882, and the bulk of it within two years. With what had taken place and with that which definitely was promised, it was not remarkable that speculation was on the point of tripping itself.

Additions were being opened right and left, and men sat up all night in order to be among the first at the opening sales. Brass bands led parades of buyers led by agents. Everybody who had a dollar for the first payment was buying. Acreage was being taken by all who could raise the price and it was placed on the market as rapidly as it could be surveyed and platted. It was a riotous period for the grandiloquent in addition and street-naming, one through which every rapidly-growing city must pass. The public officials seemed to have little care for the beauty or propriety of street nomenclature, and monstrosities, duplications and complications throve. There was a Yakima Avenue away out on the Narrows, as well as through the residence section. There were Cleveland and Madison avenues in the Bismarck neighborhood, and both names already had been applied to streets west of Union Avenue in the North End. All of the "presidential streets" in the North End then were known as avenues. South J Street then was Washington Avenue, and there was another Washington Avenue where Washington Street now is.

There was another series of "presidential streets" at that time north of the Tacoma Cemetery—Harrison, Van Buren, Jackson, Monroe, Madison, Jefferson and Adams. Proctor Street then was Jefferson Avenue, and what is now Jefferson Avenue was Jefferson Street. There were in fact not less than four streets, far separated, called Jefferson.

There was a Railroad Street down town and what is now Lawrence Avenue also was named Railroad. Warner was called Rainier Avenue. In the early '80s a street that ran diagonally from Pacific and Seventh streets to C and Ninth streets, was called Rainier. The wisdom of the time decided—and probably it was a great mistake—to close this street as a waste of precious land. It reverted to the abutting property-owners and is now worth many thousands of dollars to them.

South Fortieth Street used to be Oakes Street, named after the vice president of the Northern Pacific Railroad. There also was an Oak Street, which nowadays is mistakenly written Oakes Street, just as Steel is misspelled "Steele." Oak Street fitted into the dendrological series embracing Pine, Chestnut (now Junett), Cedar and Alder. Another similar series existed in the southwestern part of town, where Trafton, State and other names now prevail, and they were named Plum, Cherry, Rose, Beech, Walnut, Elm and Ash.

West of what would have been an extension of Pine Street, and south of what is now Fifteenth Street there was further evidence of a love of nature, for, beginning with what is now Cedar Street were Walnut, Post, Bush, Catalpa and Maple.

In the Motor Line Addition were Bryant, Holmes, Lowell and Whittier. South Sheridan was Kitsap Avenue. Palouse Avenue was the first street east of Asotin. Union Avenue, in what is now South Tacoma, was known as Broadway, where it had a true application. There was another Broadway in Menlo Park.

In the Glendale Addition was another group known as Willow, Alder, Cypress and Myrtle. These ran east and west and had no relationship to the Alder Street of the North End. King, Queen, Pierce and Thurston were the names applied to streets now numbered from Forty-fifth to Forty-ninth. Out in the Orchard and Oakland additions were Humboldt, Gunnison,

Florida, Eldorado, Durango and Butte. Palace Avenue was the hopeful name of a barely distinguishable rift through the brush and stumps in the Bay View Addition.

In Old Tacoma the streets were numbered from First to Fourth streets, beginning at the water front. Above and below Division Avenue the numeral method also was used, as at present. Letters were used in the downtown and residence section, as now. With the opening of Puget Park and Wintermute additions, the Old Tacoma numeral system was continued, and additional streets were numbered as far as Eighth, which now is North Twenty-fourth Street. What then was First Street is now Thirty-first Street, north of which the city builders introduced another alphabetical system, making what is now Thirty-second street, "A," the next north "B," and so on to "G" Street. Thus it will be seen that the alphabetical system which had been introduced in the earlier street-making was here turned about. In other words, instead of lettering from the water front inward, the new scheme lettered from First Street (now Thirty-first) toward the water, and what a perfect puzzle-box had been created. In some instances the same street had three or four or five different names, at different points. For example, one might have traveled northward through the city by way of Minden, Van Buren, Liberty, Boyleston, Michigan and White streets, all of which are now embraced in Fife Street.

What prescience must the mail carriers have possessed! What telepathic powers the deliverymen for the stores! And when the stranger within the gates asked the policemen who lounged along the business thoroughfares for directions, for example, to Madison Street, of which there were no fewer than four, what was the answer? But, after all, there was not so much difficulty for the reason that many of these streets were not at that time nor for some years to come, adorned by the presence of a single residence. They were streets on paper only. In later years, however, they added much to the work of the city engineer and city council, and now practically all of the complications have been eliminated. It was all a part of the growing-pains of a fast-growing city, when addition-makers were too busy to inquire if the names they chose had been chosen before.

## CHAPTER XLIV

1888-9—A CRUSADE AGAINST VICE—DIVIDED OFFICIAL RESPONSIBILITY—POLICE CONNIVANCE—JUDGE SENTER'S EASY WAYS—MORGAN'S GAMBLING HOUSE AND COMIQUE THEATER—MORGAN A SPHINX—MURDER OF ENOCH CROSBY—MASS MEETING FOLLOWS—SNELL ASSAILS POLICE DEPARTMENT—WHEELWRIGHT'S ATTITUDE—COUNCIL "PROPELLED BY AN INVISIBLE AGENCY"—MORNING GLOBE ESTABLISHED—VISSCHER BECOMES ITS EDITOR—LAW AND ORDER LEAGUE FORMED—RAIDS ON GAMBLING HOUSES—LOUIS D. CAMPBELL SMASHES GAMBLING ROOMS—FUTILE ATTEMPTS TO CLOSE MORGAN'S—CLEANING UP POLICE DEPARTMENT—FRANCIS MURPHY LECTURES FROM COMIQUE STAGE—MORGAN'S DEATH LEAVES TANGLED ESTATE—END OF THE MORNING GLOBE.

With the rapid expansion in business lines it is not surprising that the moral tone of the town became somewhat free and easy and that vicious resorts soon held prominent places on the city streets. Tacoma people were even less inclined to encouraging this element than were the people of other western towns, but they were so busy making money and building a city that they were more or less blinded to the evil conditions. It was a period of drinking and gambling. It was openly done. Now and then a minister raised his voice and appealed to the authorities, but generally the public was deaf to any argument which proposed to eradicate that which was considered by so many to be an important community asset. It was assumed that prosperity was based upon the activity of the vices, and most of them flourished here. C and D streets were becoming districts which decent women and men shunned.

In June, 1888, the Rev. Mr. Haskell had come over from

Portland and, with the assistance of a few Tacomans instituted an anti-vice crusade. Haskell delivered a ringing address in which he pointed at the dangerous wide-open policy, and called upon the people to demand at least that the dens be removed from the prominent places on Pacific Avenue to a back street. Six nights later a row started in Harry Morgan's gambling house between Henry Jones, the "banker" of one of the roulette tables, and an Italian who charged that Jones was "doing him up." The Italian was told to cash in his chips, which he did. After calling Jones a name the Italian left the house, Jones following him to the sidewalk where a fight began. Officer Cowan, Morgan's "all round bouncer," attempted to separate the men when Jones threatened to thrash him also. This by-play gave the Italian an opportunity to escape. City Policeman Ward appeared, and seeing the large crowd that had gathered in the street, told Cowan that something must be done, and the officers accordingly entered the gambling house and arrested Jones who was taken to the city jail. In a short time Morgan deposited \$50 as bail, and he was released.

Under the caption "Official Responsibility" the Ledger on the morning of June 21st carried a long editorial in which it said that the enforcement of the law presented a case of divided responsibility, resting on the mayor, city attorney, councilmen, chief of police and committing magistrate, but that the laws were sufficiently stringent to prevent such scenes. While this editorial was being printed, and before it was published, the city council was in session attempting to fix the responsibility. Mayor Drum told the council that he was trying to enforce the laws as he found them, but that so long as the council "licensed" the gamblers it would be a difficult matter to handle. He recommended an ordinance revoking these licenses. Councilman Steele at once moved that the chief of police be instructed to enforce the laws. Chief of Police Thompson and Officer Cavanaugh started "at once" to carry out the instructions by making a wholesale raid on the gambling houses, but even though they moved quickly and gathered in several persons, they found upon reaching the houses that most of the games were not running. Warning had been sent to the gamblers. At 2 o'clock the next after-

noon five of the gamblers who had been arrested at Morgan's appeared before Justice Senter, pleaded guilty and were fined \$10 each. City Attorney Carroll told the justice that the minimum fine was \$20, and Senter raised the amount to this sum, but at the same time remitting half of it.

In a few days Morgan's place again was running full blast, the only difference being that he had built a vestibule between the saloon and gambling room and had put in a system of electric bells with which to warn players of coming raiders. The chief quietly swore in a number of citizens as deputies and on the night of June 25th sent several of them into the gambling house in citizen's clothes. Promptly at 11 o'clock Thompson, at the head of a strong force of officers, came up the street on the run and turned into Morgan's saloon. At the same time the deputies already in the gambling rooms informed the players that they were under arrest, and throwing open the doors of the vestibule, admitted Thompson and his men. Forty-five men were at once taken before Justice Senter. The justice fixed bail at \$30 each, an amount which Morgan promptly furnished. A great quantity of gambling paraphernalia was seized and Thompson's men were in charge of the rooms.

The next day Justice Senter discharged thirty-five of the men "for lack of evidence," the others being bound over for trial. Although six of Thompson's deputies had spent a half hour in the gambling rooms before the raid was made, they were unable to swear that any of the thirty-five men released had been gambling. The city attorney held that they should be fined, but he was overruled by the justice. Although forty-five men had been arrested on the night of the raid and thirty-five of them had been discharged for lack of evidence, there were but eight cases remaining on the docket when Justice Senter convened court the next morning. These eight men were fined \$20 each and costs, an amount which Morgan paid, with the exception of his own fine—he having given notice of an appeal—from the \$1,692 which Thompson and his men had confiscated on the night of the raid. Thompson held that this money should go to the school fund, but the justice overruled him and told him to return it to Morgan.

Morgan had been conducting a saloon and gambling-house

for several years and in the spring of 1887 he had opened a variety theater, which was connected as an adjunct to his gambling and drinking place. The theater had seats on the main floor for 200, and the gallery accommodated 100. The main entrance to the gambling house was from Pacific Avenue. The bar ranged along the right of the room for probably thirty feet. A doorway in the back and to the left led into a hallway which was the entrance to the main gambling room, fitted with all the devices then popular in western dives. This room was about forty feet in length and half as wide. Further on other rooms, not too well lighted, were used for various gambling purposes. All of the rooms were illy ventilated and dark, and there were so many passageways that the uninitiated found difficulty in picking the way out.

The Comique Theater was a brick structure to the rear of the saloon and gaming rooms. Its stage was ample and well lighted, and on the balcony were screened boxes. The occupants could see the stage, but they were invisible to those outside. Wine was \$5 a bottle and beer \$1 a bottle or 25 cents a drink in these screened boxes and a handsome percentage went to the female "box-rustler" whose business it was to persuade the men to buy. In the rear of the balcony was a large open space filled with chairs. This was known as the "bum box" because those who used it would not enter the screened boxes to be despoiled of their money. On the main floor waiters passed about selling beer at five cents a glass.

Morgan's band and orchestra were among the best on the coast. The band played from the balcony in front of the theater every evening and large crowds gathered to hear it. The best features on the program of the theater were kept back until the last, and the crowds were held until 2 or 3 o'clock in the morning.

Morgan gave many benefits for public purposes, gave much to the poor and had many admirers. Loggers and others frequently were drugged and robbed. Drunken men were "rolled," and many devices were followed to separate the fool and his money. Morgan probably did not benefit by this high-handed business, but the gang that followed him lived fast upon their ill-gotten gains. His place figured in one political campaign after another for several years. In each campaign it was a fount of

corruption, Morgan using his own money, as well as funds collected from other gamblers and saloonmen, to defeat the community's will at the polls, or, failing there, to bribe a public official or soften the animosities of a police force.

Morgan was a sphinx. He talked as little as possible. He is said to have been a victim of the morphine habit. He had no close friends. He was of medium size and wore a full brown beard. His theater, bar and gambling joint were where the Olympus Hotel now stands. The theater had nothing in morals to commend it, though Morgan bought the best of talent for his stage. He willingly paid \$400 or more a week for a good team. The theater was a rough board affair, almost wholly without decorations, and a first-rate firetrap.

The gaming rooms were equally rough. Here faro, roulette, "21," craps, poker and many other games ran without limit. Morgan's place had a national notoriety. It was said, even with some boasting by the better element of the time, that Morgan ran the cleanest and fastest games in America. He had the reputation of being an "honest gambler." Gamblers came from all over the country to play in Morgan's place. Every night it was crowded. Always one had to wait his turn to get to the tables. Five hundred men jammed the rooms many a time, and most of them played. It was a source of pride that there was no limit. A player got what he asked for. Morgan was ready to go down into his sack at any time and match coins with the wildest of sports.

Before the play began in the evening Morgan drew from his sack a great heap of coin and currency, and counted out the piles for the several tables. In the early morning when the house closed he gathered up the heaps of money from the tables and returned to his sack the investment; the remainder he stuffed into his pockets or raked into a desk drawer. He was robbed of large sums all the time by some of his dealers, but this he seemed to regard as a fair hazard of the business. He kept no books and seemed to exercise little supervision. He was making money rapidly enough without efficiency systems. He was reputed to be worth a million dollars.

He had the police department under his thumb and the com-

munity at his mercy. Under his regime gambling reached its zenith. For years it had been bad in the community. Nearly every saloon, both in the Old and New Town, had its gambling paraphernalia. The Paragon, which operated in a building on the east side of Pacific Avenue between Tenth and Eleventh streets, was, next to Morgan's, the largest joint in the city. There were many smaller and cheaper places. In some of the saloons keno was played. That game required more space than Morgan could devote, and besides, it was too cheap for a man of his ambitions. In passing along the streets at that time and even up in 1905, one could hear the sing-song call of the keno dealer:

"Forty-four!" "Sixty-eight!" "Twenty-nine!" "Thirty-six!"

Then a winner shouts "Keno!" and from the disappointed players came the monotonous wail: "O-o-oh, Hell!"

The fight on Morgan was conducted for a time with intense fury by Radebaugh, but suddenly he stopped it, announcing that if there was to be a clean-up of the city the people must do it. He had been compelled to cease his onslaughts by his readers and advertisers. His fight caused him to lose both. No sooner had he begun it than his columns showed a diminishing advertising patronage. A large element was sincere in the belief that Morgan's dive contributed importantly to the material wellbeing of the community. Some of the ministers' tongues were silenced by the same pressure, though now and then a pulpiteer blazed away at the great evil, unafraid of "public sentiment."

There were brawls and robberies in the saloons. Thefts and disappearances followed heavy losses on the green tables. But the community, charmed by Morgan's excellent band, which played sweetly and often, without cost to the public; his and other gamblers' frequent contributions to public funds; Morgan's continuous gifts to charity; his largesses and his tips, and perhaps his bribes, together with the opinion which then had a wide vogue, that gilded vice was a realizable community asset, gave to the gambling king a scepter of authority whose influence nominated and elected city officials, and controlled policemen, judges and juries. No gambler could open a resort in Tacoma until he had seen Morgan. The community, however, was awakening, and when Enoch Crosby, a young plumber of cleanly habits, was shot

down by two masked men near C and South Sixth streets at 11 P. M., October 5, 1889, indignation flamed. He had seen the men and he turned to run. They shot him in the back and fled. Crosby died the next day, at 8.15 P. M. and at almost the same hour fifty of the leading citizens gathered in the Tacoma Hotel, with Nelson Bennett chairman, discussed the murder, and determined to call a mass meeting. They offered a reward of \$2,500 for conviction of the murderers. A half hour before the mass meeting was called to order the Chamber of Commerce rooms were filled, and adjournment was taken to Alpha Hall, which was crowded to the doors. A. C. Smith was made chairman, and Samuel Collyer, secretary. Several speeches followed. One of the speakers was Councilman Caughran who said the city authorities had failed to control the saloon business, and had not paid sufficient attention to the petitions of citizens regarding the liquor traffic. Collyer believed the saloons could be restricted to one street. L. E. Post declared he had lost confidence in the mayor, who was his personal friend. Mayor Wheelwright was called, and was applauded, hissed and hooted in turn; he was interrogated and heckled, but he kept his head, though his replies did not suit the crowd. W. D. Tyler demanded that no licenses be granted to saloons in the residence districts. This drew shouts from the audience. Clement moved that the liquor license be increased from \$500 to \$1,000, and that a committee of 100 be appointed to see that the city council obeyed the instructions of the meeting. This carried, as did a motion to light all of the principal streets. Resolutions demanding that no saloons be allowed on Tacoma Avenue, calling upon the authorities to clean up the city and rid it of the lawless element, were adopted. The city council was castigated over and over, and given to understand that the people no longer would tolerate control by the underworld.

Commenting on the Crosby case, the Ledger said:

"If this city has reached the point where it desires a capable administration of its police and its fire departments, it is possible to have it. One way to secure it would be for the council to write to William Murray, superintendent of the New York police, and if such a man could be obtained, give him authority

to organize the department and direct him to enforce the ordinances.”

There had been abundant opportunity to see the evils of political administration of municipal government. The police and fire departments had been made prizes for paying off political debts, political friends were to be favored and political enemies compelled to grin and bear it until they could come into power and reverse the order. The saloons, gambling houses and prostitutes, among whom this kind of government always is popular because of the protection it gives them, controlled the council which, in turn, governed the police.

A petition opposing saloons “outside the business portions or in any locality where a majority of the owners and residents of said locality are opposed to them” was put in circulation and signed by between seven thousand and eight thousand persons. Police Chief Chesney said he had been called to account by the mayor for raiding a house in the red light district where, at 4 A. M. he had found some of the influential men of the city. The mayor opposed these raids on the ground, said Chesney, that such influential citizens would be “hurt very seriously.” City Attorney William H. Snell said that he did not want “to comment harshly upon Chief Chesney, but I speak the truth when I say it, that many of his officers are not worth the powder it would take to blow them up.” This, continued Snell, applied to the major portion of the police officers.

The Committee of One Hundred met in the Chamber of Commerce October 16th, and elected A. N. Fitch, president; Maj. O. B. Hayden, vice president; Samuel Collyer, secretary, and C. P. Masterson, treasurer, and recommended that the city council be requested to enforce the laws requiring the saloons to close on Sundays, and between 11 P. M. to 5 A. M., and that it refuse to grant any more liquor licenses on Pacific Avenue.

The next evening the council met in “the most remarkable and exciting session of the city council ever held in Tacoma.” Caughran presented the big petition opposing licenses outside of the business district, and the saloon question at once was brought up in the application for a new saloon in a block where there was a public school. Councilman Fuller remarked:

“Well, if a child cannot pray or study 700 feet from a saloon it should not attend school.”

Sharp words were exchanged. An ordinance to prevent concerts and the employment of women in saloons, and fixing the closing hours between 11 P. M. and 5 A. M. was adopted. But the application for the saloon license was granted. The vote was a tie, Caughran, Houghton, Steel and Uhlman opposing, and Dougan, Fuller, Horsfall and Lillis favoring. The mayor voted aye, which aroused Uhlman to assert that the saloon never would be opened, as the council would have to answer to the people. In the battle of words, Lillis offered a resolution, which was adopted, to the effect that “hereafter no retail or wholesale liquor license shall be granted in the City of Tacoma until the applicant for said license shall obtain and file with the city council a petition signed by all the property owners in the block in which said license is asked for.”

Mayor Wheelwright, reckoning from an undefined base, asserted that 90 per cent of the people opposed the 11 P. M. to 5 A. M. closing ordinance and thereupon he vetoed it. This was his first veto but the ordinance promptly was passed over his veto, Caughran, Horsfall, Houghton, Lillis, Steel and Uhlman supporting it, with Dougan and Fuller absent. An ordinance was introduced advancing the license from \$500 to \$1,000 a year; it prohibited transfer of licenses, saloons in connection with disorderly houses, and screens. This failed, but at the end of October another, embracing several of the same provisions, was adopted. It compelled an applicant to file the written consent of the owner or lessor of the building in which the saloon was to be opened, the written consent of a majority of the owners of the lots in the block, a bond for \$2,000 approved by the mayor, etc. The next day the Committee of One Hundred met in the Chamber of Commerce rooms and prepared an address to the people of Tacoma.

“We state, first, that it appears to us that the government of a city is very largely a business proposition, in which every good citizen is interested irrespective of party,” said the declaration. It continued that the committee “will not antagonize any legitimate interest; it will not undertake to produce any sudden revolu-

tion in our affairs," but would endeavor to "concentrate public sentiment in favor of such a policy on the part of the city government as will make it efficient in promoting the social, moral and business welfare of its constituents." On this basis it asked for the support of all good citizens.

In spite of what appeared to be the public temper Mayor Wheelwright, who at times seemed inspired with the genius of defying the majority, apparently without knowing it, vetoed the saloon ordinance, saying in his veto message:

"I cannot give my approval to any ordinance that seems to me so unjust and inequitable. \* \* \* I believe it to be my duty as a public officer to do what I can to prevent the passage of any law which seems superfluous and unfair to those affected by it.

"There are localities which may be and are justly entitled to a saloon for the sale of beer, for example, where the business would not justify the payment of \$1,000, and it would be clearly unjust to the people in that vicinity that they should be obliged to travel half a mile or a mile to enjoy what to them may be a harmless and innocent refreshment and recreation."

The mayor objected to the provision under which a license holder who quit business before his year was complete would be entitled to a refund of but half the unused portion of such license. He considered the old ordinance good enough and closed his veto letter by stating:

"It appears to me that it is about time this question was disposed of, so that the council may be left free to attend to more pressing and practical duties of the hour."

Thereupon he ordered the Salvation Army to cease its street meetings.

The ordinance was at once put to a vote, Dougan, Fuller and Horsfall voting to sustain the veto and the ordinance was lost. It was veto day. The ordinance regulating variety theaters was vetoed by the mayor who, in one of the most remarkable communications ever presented, objected to the ordinance on the ground that the owners of variety theaters had invested considerable money and were entitled to a profit on this investment. He side-stepped the issue by saying that from his personal knowledge of conditions surrounding lewd women they were entitled to con-

sideration, and he tried to switch sentiment from the rottenness of the variety theaters to the men who, he charged, were responsible for the downfall of the women. His communication failed to move the council which at once passed the ordinance over his veto. When the community awakened Christmas morning, in 1889, it read the following paragraphs in the Ledger:

"The 11 o'clock saloon ordinance is dead! Peace to its ashes! It was conceived in a moment of great public upheaval, and lived a brief but fitful life. The death couch was not soothed by tender hands nor loving hearts, neither was there weeping or wailing, but in the various public and out-of-the-way places an unlimited quantity of liquors and highwines were absorbed in celebration of the event. From this day and date the city government will sanction the opening of saloons at 5 o'clock in the morning, and permit the same to run unmolested until 2 o'clock the following morning, providing certain restrictions are observed.

"The session was remarkable for the rapid, smooth and easy manner in which the business of the evening was transacted. The body moved in their deliberations like an old but well-oiled piece of machinery, propelled by an invisible agency. The manner in which the business was conducted was in striking contrast to the three or four preceding sessions. It was a called meeting, and in the notice to the clerk the statement appeared that it was 'understood that S. A. Wheelwright, the mayor, had taken advantage of a leave of absence which had been granted.'"

After passing the amended ordinance the council adjourned. Something indeed had been accomplished in the matter of preventing the issuance of new licenses, but the saloons, gambling houses and variety theaters really had gained a freshened vitality, for a time, though, of course, they merely were contributing ignorantly to the causes which in after years, were to sweep them entirely away. Vice never can be intelligently directed. It usually chokes on its own greed.

The fight that was being made on Morgan caused him to establish the Morning Globe. This paper grew out of a little program which Morgan's employes had been printing for the patrons of the Comique Theater.

The first editor of Morgan's Morning Globe was a man

named Frederickson whose chief claim to fame was that he had written the famous "Jerked to Jesus" headline which had appeared above a hanging story in the Chicago Times. The next editor of the Globe was Col. William Lightfoot Visscher, now librarian of the Press Club of Chicago, scenario writer and occasional photo player. He was born in Kentucky in 1842. He served nearly four years in the Civil war, afterward practiced law and became a police judge, and later worked with Prentice on the Louisville Journal. For a while he published a newspaper on a steamboat, the commodious Richmond, plying between Louisville and New Orleans, and then moved about the country serving many papers, finally reaching the Portland Oregonian after varied experiences, including travel to many parts of the world and herding cattle in Texas.

The Oregonian was too staid for the colonel and one day he asked Editor Harvey Scott to employ some one else to help him with editorial writing. He said he hadn't heard one hearty laugh in Portland and never had seen a smile in the Oregonian office, and he was in need of a change. Toward the end of December, 1888, Visscher received a letter from Harry Morgan asking him to take charge of a newspaper which then was nothing but a theater program, and was being conducted by a printer named Millard. Visscher recently wrote in reply to questions that "Harry Morgan was believed by 'goody-goody' folks in Tacoma to be the worst man in the city and not far behind, in that respect, on the known earth. He owned a gambling house, a saloon, a variety-show and other impedimenta of that kind, and that was what the 'goody-goody's' knew of him. They did not know that he owned the baggage transfer stock of the city, a shingle mill and a lumber plant, employing hundreds of men at good wages, and that he gave away, in charity, more gold coin from his pocket every month than the combined charities of Tacoma did in a year."

Millard, who was known as "The Iron Duke" became manager of the Globe when it started. Visscher has a very large nose—a nose so large that it distinguished him among men—and immediately the Ledger began assailing his "red nose." Visscher paid no heed to this, and proceeded to make the Globe

a popular newspaper, and in a few months it had an enormous circulation—larger, it is said, than the Ledger and the News combined, and the town builders regarded Visscher as a valuable addition to Tacoma's live assets. The Globe, however, did not pay dividends, being another example of that type of newspaper with a large circulation but somehow lacking the quality of pulling business for its advertisers.

In 1891 Visscher was made a colonel on the governor's staff and was captain of the Washington Rifles. After quitting the Globe in '92 he went to Fairhaven and edited the Herald, in which he owned a third interest. He suggested the amalgamation of Fairhaven and New Whatcom under the name of Bellingham. He was made president of the State Press Association, and all was going well when the panic came and Visscher returned to Tacoma with the remnants of his savings and built a handsome home out Port Defiance way on lots which Allen C. Mason had given to him. He wrote for the Daily News when Franklin K. Lane, now secretary of the Interior, was its editor, and in 1893 went to the World's Exposition, Chicago, as the representative of the News.

Other towns began municipal house-cleanings, and Tacoma received many of the sweepings, with a resulting increase in crime. The alarming conditions led to the calling of a mass meeting. A large crowd gathered in the Alpha Hall, September 17, 1888, and organized a Law and Order League, selected a committee on permanent organization composed of E. W. Taylor, Samuel Collyer, G. W. Thompson, Mrs. Shaffer, president of the territorial Women's Christian Temperance Union, and Mrs. Turrell. At a second meeting A. C. Smith was made president; Jonas Bushell, first vice president; F. F. Hopkins, second vice president; David Lister, treasurer; and Dr. C. P. Culver, secretary.

On the day that the league organized Judge Frank Allyn, in convening the district court delivered a short address to the grand jury in which he said: "Avoid on the one hand the extreme views and the impracticable theories of the sentimental moralists, but on the other let vice and immorality feel that they shall not trample on law and justice. Private prosecution should not be

encouraged. For instance, if a man of mature years goes into a place and gets fleeced he should not call upon the law to get even."

Following a raid and seizure of his gambling apparatus, Morgan sued Chief Thompson. Judge Allyn instructed the jury to bring in a verdict for the defendant. Morgan was indicted for maintaining a nuisance, pleaded guilty, and Judge Allyn fined him \$300. Chief Thompson again visited the gambling house and removed more of the apparatus to Railroad Street and burned it in the presence of Justice Senter. The burned material was worn out and of no value, and while the fire burned, the gambling house continued to do business; but Thompson and Senter had fulfilled the territorial law. Justice Senter presented the council with a bill for \$137 which he claimed as fees in the cases. The council found that he had fined the gamblers \$220, had remitted \$142, and the city received but \$68 out of the raid. The bill was refused.

Strangers were beaten up by Morgan bouncers, dumped into the streets where the police either failed to find them or spirited them away. Radebaugh began to publish the names of such victims, when this information was obtainable.

Morgan at first tried to conceal his interests in the Globe which, charged with being his property, retorted with an affidavit that T. G. Wilson and S. M. Peterkin were the publishers.

On Christmas night, 1888, the editorial rooms of the Ledger were gutted by fire. A burglar's "jimmy" was found on the back porch of the second story. Editor E. N. Fuller's desk had been forced and his papers burned. The next day he received a letter warning him that "a very black set" were scheming against his life. Radebaugh offered \$1,000 for the conviction of the incendiary and Colonel Steele added \$500.

The gamblers were beginning to feel the rising tide of sentiment and Morgan "sold" his place to H. H. Cline, one of his lieutenants. January 5, 1889, representatives of the Women's Christian Temperance Union and the Law and Order League appeared before the council, protested against the transfer of the Morgan license and asked that the place be closed. A fight resulted in the council and Colonel Steele demanded that Chief

Thompson be dismissed for not enforcing the laws. Thompson then closed Morgan's place. Morgan had Radebaugh arrested, charged with criminal libel, and at the same time started a civil suit for \$40,000 damages. Justice Senter bound Radebaugh over to the district court.

A "gentlemen's club" was opened at 1015 Pacific Avenue and the police raided it, arresting John Lawler and six others. Judge Senter fined Lawler \$50 for gambling, and he appealed the case. Louis D. Campbell, afterward mayor, owned the building which the club occupied and when he heard that the room had been used for a gambling house he smashed the door and turned the furnishings into kindling wood with an ax. The council revoked Morgan's license and refused to grant a license to Cline, but Morgan continued to sell liquor and applied to Judge Thomas Burke for an order restraining the council from interfering. This demonstrated the fraud in the purported sale to Cline.

Burke was in Olympia and January 22 he ruled that the council's power was "discretionary, and no court of equity can sit as a court of review on any of the council's actions." City Attorney Carroll had gone to Olympia for the decision and when he returned on the twenty-third he sent Chief Thompson to Morgan's to learn what was going on there. An hour passed and the chief did not return. At length Carroll sent Captain Dufield after the missing chief. The afternoon wore away and the city attorney began to think of calling a posse to hunt the police force. Councilman Caughran came in and Carroll sent him after Dufield. It was too much of a job for the councilman and Carroll went home to dinner. He returned a little later and Captain Dufield came in with the chief. The city attorney told the officers what had to be done. They brought Morgan to Carroll's office. He requested that he be given until 1 o'clock the next day to meet the order of the council and the court.

Carroll granted the request but the saloon did not close at the time agreed upon and Wampler, Morgan's attorney, began a legal battle that lasted several days. The mayor called a special meeting of the council. The members did not attend, but the following Saturday night the case came before the council at its regular meeting. Another motion to revoke the license was made,

Caughran, Collins, Steele and J. H. Houghton voting for it, and Zinram, J. B. Houghton, Horsfall and Lillis against.

Mayor Drum cast the deciding vote for the motion and Morgan's license was for the second time revoked, but the council gave him permission to continue business until Monday. Monday came and the saloon remained open, Chief Thompson, after consulting the city attorney relative to an indemnity bond, arrested Morgan, and Justice Senter fined him \$75. Morgan again promised to obey the law.

But promises were merely adaptable toys with Morgan. A few days later W. L. Tison and Company applied for a saloon license at Morgan's old location, and the council granted it. The citizens talked mass meeting to which the Ledger replied with the following editorial:

“The Ledger has no suggestions to make as to a mass meeting. It has fought against corruption and stupidity and rascality for two months. It has twice caused Morgan's license to be revoked. It has performed its whole duty in the matter. If the property holders of Tacoma want such a hellish institution to flourish in our midst and be petted and pampered by the city government—let it flourish. The Ledger can stand it as well as anybody else. If our business men want it to go forth to the world that that is the kind of city we are laying the foundations for, so be it. The Ledger has done what is right and proper, and resigns the matter to the public, which can do as it pleases. There is one thing which the Ledger will say, however, and it is this: Councilman Lillis has been the unswerving supporter of Gambler Morgan although furnished with positive proof that the Morgan dive was a place of debauchery, prostitution, robbery and the vilest practices. He is at this time teaching the youth of the first ward. He is the principal of the public school there.”

The Ledger dropped the fight. Reference to Morgan ceased and his name thereafter scarcely appeared in print. April 26, 1890, Morgan died at his home, 724 D Street, leaving a “widow” and an estate reported to be worth \$200,000.

As Christmas approached the 11 o'clock closing ordinance became more and more unpopular with the saloon element. It wanted to celebrate in the old time way. The Crosby murder,

through the lapse of two months' time, had grown dim in the public memory and on the night of December 24th the council met in called session and amended the ordinance by advancing the closing hour from 11 P. M. to 2 A. M. The saloons furnished the materials and their backers celebrated right royally. The councilmanic body had moved in its deliberation "like an old but well oiled piece of machinery, propelled by some invisible but potent agency."

The Committee of One Hundred as the spring election approached began an educational campaign. This was the beginning of an effort to remove municipal affairs from party politics. The committee gave its endorsement to candidates on both the tickets nominated and was successful in several instances in electing its friends. When Stuart Rice became mayor, May 17, 1890, one of the first things the new administration did was to make the police department responsible to the mayor, that officer thus becoming responsible to the citizens. This ended the "divided responsibility" that had produced so much trouble. It resulted in better police service and a lessening of crime.

But the saloons and the warfare upon them did not end. All through 1890 the conflict was waged. In March, 1891, D. M. Cook swore out warrants for a number of gamblers. Deputy Sheriff J. B. Croak, with eight deputies, raided the Comique, National and Warwick. A few days later Cook swore out search warrants against the Warwick, Paragon, National and Comique. Four squads of deputy sheriffs started from the county jail about four o'clock. At the Comique they seized a new gambling outfit that was in full swing. At the Warwick the deputies were delayed by barred doors, which they battered open and confiscated the apparatus. At the Paragon and National more plunder was seized.

In January of 1892 Francis Murphy, the famous temperance lecturer, was here. For a week before the various pulpits had been in constant cannonade against the liquor and gambling element. Murphy was to lecture from the stage of the notorious old Comique. John L. Sullivan, the pugilist, then was visiting Tacoma and he was to have appeared with Murphy, but at the last moment sent excuses. The Comique was jammed with men,

and among them sat two score women who were employed as "box rustlers."

Dolph Levino, amusement director of the theater, extended a welcome to Murphy and asked that "all listen attentively to Mr. Murphy and let him go away with the impression that we are not all toughs." He introduced E. H. Miller, one of the editors of the News, who introduced Murphy. Murphy paid a compliment to Sullivan who he said had many good traits, his fault being whisky. If he would leave it alone, "there's no man ever walked who has any business with him," said Murphy. This met with loud approval. Murphy did not talk prohibition, but temperance, and at the close, he and the ministers present shook hands with the people and invited them to come to church. As they left the theater, a girl stepped out on the stage, began to sing a song, and the bar was opened and the Comique crowd went back to its own way of enjoying itself, none the worse, at least, for the interruption. The event was an excuse for the presence of many who never before had seen the inside of the Comique.

The joint had now come upon hard days, and April 11, 1892, it closed. George Smart and Johnny Cain, its owners, had been losing money. It was reopened by John Robinson, but its glory was departed, and it never again was profitable.

The \$200,000 estate of Morgan dwindled to \$28,000 when C. P. Chamberlin, the administrator, placed it before Commissioner Miles L. Clifford. It developed, too, that Morgan's name was Henry S., and not Harry. The estate quickly was shown to be wholly insolvent. Morgan had made much money but he also had spent it. About \$200,000, it was said, had been put in the race track on the school section. The judges' stand, now converted into a residence, still stands on the northwest corner of Washington and Twenty-fifth streets. The grand stand stood where the John H. Donald home is. An enormous sum had been wasted on a shingle mill, on the Globe, and in squaring himself and his followers with the law. Chamberlin had been Morgan's aide and when Morgan died managed the house. Many believed Morgan's estate to have been rifled after his death, but in reality he was insolvent for some time before. The \$28,000 barely paid the debts. In the hearing before Commissioner

Clifford "Jumbo" Frank Cantwell testified that he had been employed around the theater and that "on an average the house won from \$20,000 to \$30,000 a month; after Harry Morgan died it got better." Cantwell named a police officer as a "squarer" who had received 25 per cent of the profits. His charge was discredited.

John Layeux charged that Cantwell had robbed him of \$12 in one of the saloons. Marshall K. Snell, Cantwell's attorney, alleged conspiracy to get "Jumbo" out of town because he had testified against Chief Martin Dillon and Chamberlin.

Mrs. Morgan was not Morgan's wife, but she went into court as such and testified that Chamberlin had robbed the estate and that Judge Evans had assisted him, in inducing her to sign away certain property under the belief that she was protecting herself. She then was living on the charity of friends. Chamberlin had told her, she said, that he had a "long sack" and could buy off her judges, jurors and lawyers and leave her a pauper. The truth is that the woman had for a long time been paid a considerable sum each month without color of law. She afterwards married "Jumbo" Cantwell. He took her to Chicago with the Coxe army. She did not long remain but returned to Seattle where she died.

The Globe died in February, 1892. It had remained in Morgan's hands for only a few months. He had turned it over to a syndicate represented by Fremont Campbell and James M. Ashton. It was in their hands when Ralph Metcalf and Charles S. Boynton, successful newspaper men from Winona, Minnesota, bought it, November 1, 1889. They brought with them James H. Bradley as managing editor, A. E. Grafton and A. E. Morse for service in the business office, and Philo G. Hubbell as news writer. Bradley, now exchange editor of the Ledger, had been a soldier in the Civil war, and a writer for middle western papers. In 1891 he established the Herald, the first newspaper in Everett, and later on, after Sidney A. Perkins had acquired the Ledger he made Bradley its managing editor and he served long and loyally, retiring in 1910. He was succeeded by Richard T. Buchanan, who had won a great reputation in Indiana as a reporter and resourceful newspaper man. Grafton was for years

business manager of the Ledger, retiring to enter the real estate business. P. C. Sullivan was president of the Globe Company, Lake D. Wolford, vice president, Ralph Metcalf, secretary and treasurer, and these, with Eugene Kreider and John S. Baker, formed the directorate. They lost \$56,000 before they closed down the paper.

## CHAPTER XLV

1889—MASON RIFLES ORGANIZED—BEGINNING OF TROOP B—  
STRIKE OF N. P. TRAINMEN—CAPTURE OF SMUGGLERS—TRINITY  
CHURCH DEDICATED—ABBOTT BLOCK COMPLETED AND  
POSTOFFICE MOVES IN BUT IS ALMOST DROWNED OUT—ORGANI-  
ZATION OF UNION CLUB.

The crack military organization of this section in the early '90s was the Mason Rifles, organized in 1889, and named in honor of Allen C. Mason, who financed it. A little later the organization formed a Zouave company that gave its picturesque drills all over the Northwest and was regarded as one of the community's choicest entertainment features. The Rifles and Zouaves were immensely popular. Several of the members are still living in Tacoma and one of the happy social events of each February for years has been their anniversary dinner. The members of the Rifles were: E. L. Hills, captain; W. W. Sprague, first lieutenant; George W. Tarbell, second lieutenant; ——— Watson, E. F. Stafford, ——— Nichols, ——— Van Ogle, M. G. A. DuBuisson, ——— Mulkey, Herbert Relf, Walter S. Yeazell, U. G. Wynkoop, ——— Luft, ——— Woods, T. B. Claussen, James H. Dege, H. Compton, ——— Jackson, Edw. Hall, A. B. Howe, W. H. Woodruff, Jr., Harry Huggins, S. J. Jeffs, E. V. Garretson, A. G. Prichard, E. L. Garretson, R. Kalenborn, E. L. Parsons.

The Mason Zouaves were: E. L. Parsons, captain; T. B. Claussen, first lieutenant; H. Compton, second lieutenant; M. G. A. DuBuisson, Jas. H. Dege, Ralph S. Stacy, Edw. Meath, C. E. Taylor, Jesse O. Thomas, Jr., De Vere Utter, E. G. Bixler, U. G. Wynkoop, J. W. Rawlings, A. F. Eastman, C. F. Wolf, Edw. Hall, L. Andrus, Guy K. Llewellyn, R. Sayre.

M. B. Hayward, Chas. Burns, John McDonnell, Forest Barton, Wm. C. McDonald, Harry Egan, John Gibbs, W. W. Milner, A. L. Byrd, S. J. Jeff's, Walter S. Yeazell, ——— Reid, I. Iver-son, Roy Taylor, F. I. Mattingly, H. Rood, A. B. Howe, ——— Bucey, Harry Crosby.

In October of 1889 the question of uniting the Mason Rifles with the National Guard arose but the Rifles voted to continue independently. A number of the members were too young for guard membership, and some employers objected to their men joining the guard.

Early in November fifty-nine young men gathered in the Tacoma Guard Armory on Railroad Street to organize a cavalry company. This was the beginning of famous Troop B. W. O. Robb called the meeting to order, C. P. Ferry was made chair- man, and W. E. Brown, secretary. Several men addressed the meeting and Captain Fife, on behalf of Company C, welcomed the new organization and offered it the use of the armory. James M. Ashton was elected captain; W. O. Robb, first lieutenant; John Snider, second lieutenant. The roll was signed by fifty-six men.

The Tacoma Light Infantry was organized in the armory on the evening of November 5th with F. A. Gaus, captain; W. S. Shank, first lieutenant; and H. K. Reff, second lieutenant, and was mustered into the National Guard as Company G December 12th, Colonel Garretson being the mustering officer. The officers were Fred A. Gaus, captain; William S. Shank, first lieutenant; Herbert K. Relf, second lieutenant. Ambrose Murry was training a drum corps of eight boys—Clinton Smith, Richard Trask, Lovelle Dudley, Charles Taylor, Roy Taylor, William Guthrie, Byron Olsen and Duke Hunt—to be attached to Company C.

The Tacoma Yacht Club organized some time before elected L. E. Post, commodore, Willard N. Pratt, vice-commodore; Theodore Hosmer, rear commodore; W. H. Cushman, secretary; James Keene, treasurer; Phillip Savory, measurer.

In 1887 Mrs. Phoebe A. Howe, who in 1878 established a printing and binding business in Walla Walla, had removed it to Tacoma and in the fall of '89 the business was incorporated as the Pioneer Binding & Paper Box Manufactory, with Stuart

Rice as president; George P. Eaton, vice president; Mrs. Howe, secretary and general manager. Mrs. Howe conducted the concern with singular ability and largely to her business genius and personality is due the substantial character of the house which is now managed by her industrious sons, A. B., Mort and Will, and which has a patronage covering several states.

In the offices of Carroll, Coiner & Davis, John W. Sprague Camp, Sons of Veterans was organized November 27th with twenty-eight members, and B. W. Coiner was elected captain; J. B. Cromwell, first lieutenant; W. H. Fletcher, second lieutenant; C. M. Easterday, C. E. Sannett and J. F. Mead, camp council.

The Northern Pacific Company's freight conductors and brakemen, on the Cascade division, struck December 7th for an increase in pay of conductors to \$120 a month; brakemen to \$80 a month and pay for delayed time amounting to 30 cents an hour for conductors and 20 cents an hour for brakemen. The strikers were orderly. No westbound freight trains arrived the next day. The strikers did not interfere with the men whom the company employed in their places. Within a few hours the matter was compromised, the men admitting that they had been hasty.

The customs officers had known that opium was being smuggled through Tacoma and December 11th they searched the steamer Olympia, just arrived from Victoria. They found no contraband, but officers detailed to watch saw three row boats passing close to the steamer the next day at daylight. One of the boats landed near Brown's Point and three men began removing packages to the shore where Inspector Billings confronted them. The smugglers had 130 pounds of opium. Billings had captured Jack Powers, Freight Conductor Fisher, on the Portland run, and William Easton, or "Black Bill," one of the most dangerous smugglers in the Northwest and a man who had boasted that the officer did not live who was sharp enough and brave enough to put him behind the bars. A few days before this, John Sullivan, runner for the Hotel Grandolfo, was standing on the railroad wharf shortly after the steamer Hassalo had departed when he saw several brown paper-covered packages floating in the water. Sullivan fished them out. They consisted

of seven packages connected with a cord, each containing twenty five-tael cans of opium. Deputy Collector Hayden estimated its value at \$1,050 and one-fourth of this amount later was paid to Sullivan.

Trinity Episcopal Church, on K Street near North Third, was opened by Rev. L. H. Wells, the rector, on Sunday, December 8th. The church was built at a cost of \$8,000, and seated 300. Prof. L. D. Darling had charge of the choir of twenty singers. The same week Rev. John Dows Hills entered upon his duties as rector of St. Luke's. A few days later the Unitarians of Tacoma and Seattle met in the Tacoma Hotel, organized the Unitarian Club, with Samuel Collyer, president; George H. Heilborn, Seattle, first vice president; John Q. Mason, second vice president; E. C. Morgan, secretary, and Herman Chapin, Seattle, treasurer.

The Builders' Exchange was organized in the office of Nichols & Carothers December 20th with William Fox, president; Thomas A. Bringham, first vice president; John Huntington, second vice president; W. R. Nichols, secretary, and John G. McBride, treasurer. It had twenty-five members.

The T. O. Abbott Block had just been completed. Abbott had a contract with the Government by which the structure was to be used as the city postoffice. The building was a flashy structure, built beyond the limits of the business district, just south of Seventh Street on the west side of C Street. The present generation knows it as the Savoy Theater. Badly damaged by fire several months ago its weakened walls collapsed last spring, crushing two houses to the south of it. The building was a disappointment from the day its last brick was laid. Vacant for years, it became at last a haven for hoboes and homeless cats, and a menace to the neighborhood. It was a brave simulation of the metropolitan in 1889. The postoffice had been in the Mason Block, A and Twelfth streets, for some time. That location was close to the business district, across the street from the popular Tacoma Hotel, and altogether agreeable to the populace, which rose in its wrath when the office was carried off to the Abbott Block on the night of December 28th.

The old office had 460 lock boxes, and the new had 1,160, but

no call boxes. The mail service had been almost bewildering in its indifference to the town's fast-growing needs, but there was some prospect of improvement when, upon the removal of the office, it was announced that two new clerks—Arthur Zander and Miss Mary Johnson—had been appointed.

The wintry mists soon revealed some of the frailties of the building. Abbott admitted that it had been hastily constructed. Owing to the urgent need of larger quarters he had put a temporary roof over it so that it might be used at once. This roof had been represented to him as water tight and he professed a biting chagrin because it wasn't, but he assured the public that if he could be given fifteen days of clear weather he would replace the leaky roof with an impervious one. In the absence of a guarantee of fifteen clear days the ill condition was not abated, and in February one of the newspaper reporters wrote an account of the discovery of a sea serpent in the building. The reptile, the story ran, first was seen by Postmaster Hogue who, while seated at his desk, "felt something rubbing against his chair. At first he paid no attention to the disturbance, thinking perhaps it was only the office mud-turtle. But on looking round he was horrified to discover the sea serpent gnawing barnacles off his (Mr. Hogue's) legs."

He "shooed" at the serpent which snorted and swam into the outer office where it buried itself in the mud. People who could not swim, said the newspapers were kicking because the divers always beat them to the delivery window. "Mr. Hogue has supplied each employee with two bladders which they inflate and tie to their feet." This method was somewhat awkward at first but the clerks were becoming expert in their use.

Then the people began to agitate the question of procuring a federal building. Some weeks before, Senator Squire had introduced in Congress a measure providing for federal buildings for Tacoma, Seattle and Spokane. Not until 1910 was Tacoma given a federal building, but it was not long until the post-office was removed from the Abbott Building to the California Building because of public pressure. Abbott brought suit for breach of contract and in due time won a considerable sum of money.



COMMUNITY LEADERS IN 1889



Immediately after the postoffice was removed from the Abbott Building it was converted into the Abbott Hotel, with M. J. Reilly as the manager. February 19, 1891, H. C. Clement bought the building from Abbott for \$170,000, and on the same day Reilly dropped dead in the Secord & Bosworth drug store. Reilly had come from Philadelphia in 1884 as steward of the Tacoma Hotel under the management of W. D. Tyler.

In after years the block became the Savoy Theater, which failed. For the past several months it has been the center of a squabble between the agent of the owner, and the city officials as a result of the officials' action in ordering it partially torn down.

Abbott was at work in the spring of 1890 on his project to build a car line to Steilacoom and in May the Tacoma & Steilacoom Railway Company was incorporated by G. W. Thompson and Abbott, with capital of \$250,000, a narrow gauge line from K and Eleventh streets being their plan.

The Union Club had been organized in the dining room of the George Browne home one evening in August, 1888, by T. B. Wallace, C. W. Griggs, I. W. Anderson, H. C. Wallace, Henry Hewitt, Jr., Theodore Hosmer, C. P. Masterson, F. C. Sears and three or four others. Paul Schulze was made president; T. B. Wallace, treasurer; George Browne, secretary. Griggs, Browne and Masterson were appointed a committee on club house. The membership fee was placed at \$250. January 1, 1890, the club owned, free of debt, the handsome \$25,000 club building on C Street opposite St. Luke's Church. The club still occupies the building, which is 65 by 48 feet in dimensions, three stories high on the C Street side and four on the Bay side.

It has been the club home for nearly every well known Tacoma business man. It has been of a very real value to the city on many occasions when Presidents, senators and other notables have been here and it always has been a social center of distinction. George Browne is said to have originated the idea of founding it, and he had certain ideals pertaining to it that he was obliged very soon to communicate to its first president. He had insisted that it should be a place for gentlemen only, and when one day he came upon a group of which President Schulze was

the center, and heard Schulze using language which he deemed improper, he gave that dignitary a very severe dressing down. It was a brave act. Schulze was the railroad company's big man here, and most of his acquaintances showed him great deference. Browne was not in the least appalled by his titles; he excoriated him without mercy, and made many friends by the complete finish which he gave to the task. George Browne was in many ways one of the most valuable men Tacoma ever has had. He saw the great value of bringing cultural influences to bear upon the mushroom city and he soon was to begin a persistent work in behalf of public parks. It would be in keeping with his worth if a tablet to his devotion were placed in one of the parks.

## CHAPTER XLVI

1889—PRESIDENT HARRISON SIGNS STATEHOOD BILL—BAR ASSOCIATION'S TROUBLES—HUSON EXPLORES TIDEFLATS—GROCERY CONCERNS FAIL—A BILLIARD GAME AND SALE OF THE LEDGER—BENNETT BUYS TACOMA HOTEL—HORNER'S FANTASTIC ICE SCHEME—RECAPITULATION FOR '89—FINE RESIDENCES UNDER WAY.

President Harrison had signed the statehood bill at 5:27 P. M., November 11, 1889, and the news had reached Tacoma at 7:45. The old bronze cannon at the foot of Eighth Street boomed out a national salute of forty-two guns and after the last echo had ceased to reverberate among the hills one shot, the loudest of them all, was given for Tacoma. On January 13, 1890, Judge Allyn opened the first term of the Superior Court under state government. He long had served ably as territorial judge. The docket showed forty-nine criminal cases and more than four hundred civil suits. The first petit jury was procured January 15th, the members being P. H. Westmoreland, George Kirby, E. W. Dow, L. F. Rogers, Albert Lane, William Hughes, William Leach, Renwick Taylor, Fred Bonney, J. B. Caseboldt, Ira Davisson, Thomas O'Neal, Thomas Dougherty, Ross Nelson, E. M. Purinton, D. Wissinger, C. A. Wilt, E. O. Fulmer, S. H. Woolsey, T. A. Wilson and A. Hackwold.

Tacoma did not celebrate statehood until February 23d, when there was a parade and public speaking. Buildings were decorated. The parade was made up of the Tacoma Guard Band; Company B, National Guard of Seattle; Washington Rifles, Lieut. I. M. Howell, commanding; Capt. W. J. Fife and his company; the Tacoma Rifles, Capt. E. C. Hill; Company G, National Guard, Captain Gaus; Tacoma City Troop, Lieut. W.

O. Robb; Tacoma Guard Drum Corps; Tacoma Cadets, Capt. W. R. Rainey and Sergt. R. H. Rice; Puyallup Indian Band, "Jerry," drum major; Grand Army of the Republic; Mayor Wheelwright and citizens in carriages; Knights of Pythias; Odd Fellows; Order of United American Mechanics; Danish Brotherhood; Swedish societies; fire department, and citizens. The evening exercises were held in the Alpha Opera House where Col. J. C. Haines delivered the oration.

The Pierce County Bar Association had an agreement with the county commissioners under which it was permitted to meet in the Superior Court room, provided the janitor was paid \$1 for the extra work. The room was dark when the members arrived November 21, 1889, and, had not Judge Beaulieu invited them into the Probate Court room, they might have been obliged to convene in the open. Secretary Marshall K. Snell asserted that "it is beneath the dignity of the Pierce County Bar Association to meet on the courthouse steps." Attorney Knight thought the association was entitled to its rights and that if the regular janitor was not willing to attend to its wants it could hire a janitor of its own and said "no janitor can sit on the Pierce County Bar Association with impunity." Dr. C. P. Culver was appointed to go to Olympia and ask the Legislature for an additional superior judge. A. A. Knight, E. W. Taylor, W. C. Sharpstein, Doctor Culver and M. K. Snell were appointed to ask the county commissioners for a law library in the new courthouse, which was about to be built. The association elected W. C. Sharpstein, president; Mr. Taylor, vice president; Mr. Snell, secretary and treasurer. The membership was forty-six.

Christmas of 1889 was warm, with bright sunshine. Roses, chrysanthemums and violets were blooming in the open. December 29th five inches of snow fell and there was plenty of coasting.

January 4, 1890, Engineer Huson, of the Northern Pacific Railroad, was boring holes on the tideflats in an effort to determine the depth of the silt. At the bottom of a 70-foot hole he found coarse sand and gravel and shells, and was of the opinion that the shore of Puget Sound at one time extended to a point above Puyallup and that all the flats were filled-in land. This is now the accepted geological view. The geologists also tell of



VIEW LOOKING NORTHWEST FROM ABOUT SOUTH 6 AND FIFTH STREETS  
(By Talbot about 1889)



the remote period when a great glacier, moving, not down from the mountains, but from the north, slid in ponderous magnificence through the Sound basin and onward to the south, leaving its marks ineradicable on the great Nisqually Plains. Borings in the tideflats in later years revealed cedar logs at great depths.

Early in January, 1890, grocery concerns began failing. It was said that seventy grocery stores had been opened in the preceding nine months. In many cases the proprietors had very little capital and less experience. The failures were forerunners of the great collapse that was coming and were due to the same general causes—overexpansion. The afflatus was universal. At this time however there seemed to be no presentiments of the approaching storm and men continued to pour money—and some poured water—into new enterprises. The Tacoma Starch & Glucose Company, organized in September, '89, with C. D. Folger, general manager; R. S. Bingham, E. L. Scarrett, C. S. Bridges and Mr. Eiseman as the principal stockholders, had its new factory at 2143 Jefferson Street almost finished. The company started with a paid-up capital of \$20,000 and proposed to make starch from wheat.

The Barlow & Catlin Block, now called the Bankers' Trust Building, was receiving its finishing touches. Proctor & Dennis were the architects. It was 75 by 120 feet in dimensions and six stories in height. It was equipped with an Otis passenger elevator with a speed of 300 feet a minute—the only passenger elevator in the city.

The Puget Sound Flouring Mill was almost ready to begin grinding. It had been built under the supervision of James T. Kleiser, structural superintendent for Nordyke & Marmon, of Indianapolis, the contractors. William S. Ladd, of Portland, was president, T. B. Wilcox, Portland, general manager, and Benjamin F. Hedges, Tacoma, superintendent. The mill cost \$150,000 and had a daily capacity of 800 barrels of flour. The building was 50 by 68 feet in size, four stories in height. The elevator had a capacity of 50,000 bushels of wheat and the company controlled 800 feet of water front on which it had built 700 feet of wharfage.

The Security Investment Company was formed by John P.

Hovey and Alexander C. Brokaw, with \$100,000 capital. Bassford & Haupt were awarded the contract for the erection of the Fidelity Trust Company Building at C and Eleventh streets, and for the six-story building of the Pacific National Bank on the southeast corner of Pacific Avenue and Thirteenth Street. The estimated cost of the trust company building was \$250,000, and of the bank building, about \$75,000. The trust company had paid \$50,000 for its building just a few months before, buying it from the First Presbyterian Church.

The London and San Francisco Bank opened a branch in the Mason Block, February 27th, with T. V. Walters, formerly of Portland, as branch manager, and the Tacoma Institution for Savings was incorporated March 7th by George P. Eaton, T. Alspaugh, C. W. Morrill, D. H. Pearson, Eugene B. Cushing, Fred F. Lacey, Samuel Collyer, S. B. Dusenberrie, and Fred W. Ford.

One evening Allen C. Mason and R. F. Radebaugh were playing billiards in Mason's home at Wapato Lake. Mason remarked between shots that Nelson Bennett had just returned from Fairhaven where he had made about \$400,000 in his city building operations. He, with Mason and Walter J. Thompson, had just bought the Tacoma Hotel from George Browne, Col. C. W. Griggs and Henry Hewitt, Jr., who had bought it from the Tacoma Land Company, October 1, 1889. Bennett had entered actively into the business management of the hotel, in which he was to lose heavily within a short time. Radebaugh heard Mason's remark with great interest. He was in need of money. His operations in land and railroads had been very costly. The Ledger wasn't paying and never had paid to amount to anything. He knew that Bennett had senatorial aspirations. He had in mind, too, the fact that Paul Schulze, of the land company, had put money into the Globe which had prevented the Ledger's prosperity. He wanted the Ledger to fall into the hands of an enemy of the "land company crowd" and already there was evidence that Bennett was to be its enemy. He had been proscribed by it socially and financially and his gorge was rising. This same thing happened in the cases of other strong and rich men who came to

Tacoma in that day. Fear and envy are great factors in filling the business world with hate.

In a few days Radebaugh "ambushed" Bennett as he was crossing A Street from the hotel, and asked him if he wanted a newspaper. Bennett thought it might be desirable. After a moment's chat Bennett invited Radebaugh to call at his office the next morning. There they quickly concluded negotiations by which a half interest in the Ledger was transferred to Bennett for \$60,000. It was agreed that Radebaugh should continue as editor, with no interference from Bennett, but it was not long until Bennett wanted an active hand in the paper's editorial policy and when his appetite for writing had become keen Radebaugh sold his remaining half for another \$60,000, or a total of \$120,000. The mechanical equipment was worth less than \$8,000, but the paper had a valuable telegraphic franchise and a good will value, and, no matter how much he paid for it, Bennett enjoyed his editorial experience. He found pleasure in writing and he wrote well though he never had had a training. In his late years he now and then wrote poetry, some of it far better than the common run of published verses.

Another newspaper enterprise early in 1890 was the starting of the Independent, a four-column folio, devoted to the interests of organized labor. T. F. Lacey was editor and proprietor. It was to be one of the smaller thorns to disturb Bennett in after months. The Western Posten, which had been published in Seattle for a year, was removed to Tacoma.

The Tacoma Hotel had been doing a pretty good business, though, under the Wright regime, with Tyler as manager, it had run far behind. Wright had received no rent, no interest; he had furnished it with both water and light. Still it was some \$40,000 behind in operating account. Tyler had made a fine hotel of it, as Wright had instructed, but Wright grew weary of the burden. Tyler retired in 1890 and a policy of retrenchment was tried. This brought signs of dividends and the Wright interests took advantage of it to sell the hotel for \$200,000 to a syndicate in which Hewitt, Griggs and others figured. A street was perking up. The old Jacob Mann building, a large frame structure which had stood on the southeast corner of Ninth Street and Pacific

Avenue, was removed to a lot opposite the hotel and much improved, and in later years it became the home of W. F. Sheard's enormous fur business. It burned a half dozen years ago. A three-story brick building was being constructed where the Savage-Scofield Building now stands. When Bennett procured an interest in the hotel there were indications of a revival—one of those flurries, like the brightening of a sick man with one foot in the grave. Bennett took fresh hope and proposed to add a wing on the south end of the building. His partners in the syndicate objected, but offered to sell, Bennett bought, and built the wing, with about sixty rooms. All told Bennett put in about \$250,000. The Provident Life Insurance Company afterward took the property on a \$90,000 mortgage. W. D. Tyler rented it for eighteen months, then John Donnelly had it for two and one-half years. W. B. Blackwell, who had been manager under both Tyler and Donnelly, became the lessee in January, 1898, and operated it successfully until 1905, when the Norman brothers of Spokane bought the property for \$140,000, payable at the rate of \$5,000 a year at 4 per cent interest. Their remodeling expense was \$170,000, of which Tacoma men interested in having a good hotel, put up \$60,000. Kirk Cutter, the architect who built the Rainier Club in Seattle, and Chester Thorne's beautiful home at American Lake, had charge of the remodeling and in a few months had completely changed the aspect of the interior, and had removed the tall tower in the center of the structure which, on account of its peculiar shape, had been dubbed, when built, "Capt. John Burns' hat." Cutter's aim was to give the interior the tang of the sea which the broad verandas overlooked, and he carried out in the lobby, in the Viking room and elsewhere a decorative scheme novel and beautiful. The hotel still contains much of the rich walnut and cherry furniture bought by W. D. Tyler from the Wanamakers.

It is described elsewhere how the Wright interests, after having sold the hotel to Bennett, proceeded to raise the water and light charges of both the hotel and Bennett's home to exorbitant figures. The fact is that Bennett, like several other men who came to the Northwest with money, was set upon by a merry band of gentlemen and the business of "skinning Bennett" was for a



THE COUNTRY CLUB'S HOME



“THORNEWOOD”

Chester Thorne's beautiful country home on American Lake



time the chief business in hand, but he made it costly for his adversaries in the end.

Perhaps it was the fever of organizing new companies and promoting large and sometimes fantastic enterprises that led to the announcement that Division Superintendent Horner, of the Northern Pacific Railroad, was said to be about ready to organize a million-dollar company to build an immense chute down the side of Mount Tacoma for supplying the city with glacial ice. When it was suggested to him that the rapidly-moving ice might set the chute on fire he nimbly retorted that the heat would be overcome by the water. It was pointed out that timber was plentiful on the mountain and that about \$75,000 would build the chute. Like the Gillies Building and tunnel of later days this Brobdignagian story was accepted as solemn truth by a good many persons on the Sound. It may be remarked that glacial ice lately has become on a small scale an article of commerce. The company, directed by T. H. Martin in the development of the mountain hotels and camps, has been using this ice in its refrigerators in Paradise Valley.

The recapitulation for 1889 showed real estate transfers as follows: January, \$2,004,325.27; February, \$1,463,010.84; March, \$1,450,823.42; April, \$890,578.85; May, \$1,551,725.96; June, \$596,835.98; July, \$503,705.00; August, \$653,641.93; September, \$797,181.96; October, \$1,151,524.42; November, \$1,227,119.17; December, \$1,450,132.18. The total was \$13,740,504.98, and this did not include the sales of the Tacoma Land Company. Isaac W. Anderson, the manager, saying that fully one million four hundred thousand dollars of that company's transfers had not been recorded. Among the heavy transactions of the year were the investments of Henry Villard, \$200,000; C. H. Prescott, \$100,000; John C. Bullitt, \$80,000; and Hugh Glenn, \$160,000.

January 1, 1889, the city had 15,119 feet of sewer which had cost \$21,178.05. Between that date and December 14 there were laid 89,857 feet of sewers at a cost of \$123,930.13 and in the last half of December 8,000 feet more were laid, making the total 112,976 feet.

Between twenty and thirty miles of new streets were opened.

Between June 1 and December 1 the city let contracts for street improvements totaling \$364,288, among which were the following planking contracts: A Street, \$12,494; Pacific Avenue, from Seventeenth to Hood streets, \$24,000; C Street from Sixth to Jefferson, \$22,800; Jefferson Avenue from E Street to Twenty-first, \$11,990; Pacific Avenue from South Twenty-third to South Twenty-fifth, \$5,315; Jefferson Avenue from Twenty-first to Pacific, \$10,150, a total for planking alone, \$86,740.

More than twenty-five miles of wooden sidewalks were laid. They were 12 feet in width in the residence districts and 16 feet in the business sections. Between five hundred and seven hundred men were employed on street improvements.

Some of the C Street residences, completed or under way, were: Nelson Bennett's, begun in September, to be completed in September, '90, 38 by 65, three stories, twenty-six rooms, Proctor & Dennis, architects, E. A. Bloss, contractor, cost, \$40,000; H. C. Clement, C and Fourth, 36 by 52, two and one-half stories, twenty-two rooms, Pickles & Sutton, architects, J. W. Morrison, contractor, cost \$25,000, begun in March, '89, and finished in September; Edmund Rice, 27 by 62, three stories, Proctor & Dennis, architects, J. W. Morrison, contractor, cost \$15,000, begun in April, '89, finished in December; Theodore Hosmer, 45 by 68, twenty rooms, Pickles & Sutton, architects, George Evans, contractor, begun in June, '89, finished in December, cost \$20,000.

The Bennett residence is now the home of the University Club. It took the place of the Ingalls residence, which was removed north on C Street and is now a double house. The Bennett mansion contains a great deal of beautiful woodwork which still retains its exquisite finish.

## CHAPTER XLVII

1890—TRAIN PROPOSES TRIP AROUND THE WORLD IN TACOMA'S INTEREST—THEATRE SEATS AUCTIONED TO RAISE MONEY—TRAIN'S LECTURE—HIS DEPARTURE BEHIND RACING HORSES—FIRST MESSAGE FROM HIM—HIS EXPERIENCES IN KOBE—REACHES NEW YORK AND IS DISAPPOINTED—AGAIN DISAPPOINTED IN PORTLAND—ARRIVES IN TACOMA—HIS LEAVE-TAKING.

Nellie Bly had just completed the circumlocution of the globe in 72 days, 6 hours, 11 minutes, 14 seconds. Mrs. R. F. Radebaugh was then in Boston and she sent a note to Citizen George Francis Train thanking him for some newspaper copy. Train was seated at a restaurant table when he received the note. On one of the menu cards he wrote a reply, closing his note with the words:

“Why not sell theatre for \$1,000 lecture, and I will go round the world in sixty days.”

Mrs. Radebaugh at once wired to her husband and the next day Radebaugh telegraphed from Tacoma offering Train \$1,500 to make the trip, and the deal was closed, the starting date being fixed for March 16th.

For a long time Train had been contributing his weird poesy and syncopated disquisitions to the Ledger. He had taken Tacoma under his wing and his grotesque apostrophizings had had much to do with the popularizing of Tacoma among easterners. The plan to send him around the world was accepted by most of the city builders as an adventure bold enough to attract more than national attention, and they went into it with vigor.

The financing of it was solved, as Train suggested, by auc-

tioning the seats in the Tacoma theatre for a lecture. This took place March 11th in the Tacoma Hotel. The picturesque Major Stam was the auctioneer. Stam was then a real estate salesman for Allen C. Mason, but not the least of his accomplishments lay in the line of a grotesque profanity which he did not seem to realize he possessed, as it flowed from him in the presence even of women, and a singular ability as a fisherman. His gifts extended to a verbosity that made him acceptable as an auctioneer, and when he mounted a chair at the hotel, with Manager Hanna and Treasurer Kellar of the theatre as clerks, he was surrounded by a big crowd of enthusiastic Tacomans. The theatre boxes already had been sold for \$100, but these were to be resold under the hammer, whatever additional they brought to be added to the \$100 price.

"How much for first choice?" cried Stam. Some one bid \$100. "Fifty better," said General Sprague. "One seventy-five," said Allen C. Mason. "Two hundred," said Isaac W. Anderson. By nodding General Sprague indicated "Two twenty-five."

"Let me give you one word right here," said Stam. "When a man nods his head at me he's got to pay for it. Nods come high. I place them at \$50 a nod now. Ah, there goes one more nod! Make it \$350. Thank you. Gentlemen, don't wink an eye or nod your head or it is likely to cost you high. Nods go at \$50. Winks the same. I am bid \$350."

General Sprague smiled and the smile cost him \$25. Mason bid \$25 more and the General nodded. The auctioneer tried to make this nod cost the bidder \$75, but the general corrected him by saying, "Four twenty-five." Mason looked intently at the ceiling, and the major knocked down the first choice to General Sprague at a premium of \$425 or a total of \$525 for the box.

The story was repeated in the selling of the other seven boxes, the buyers being Isaac W. Anderson, \$425; Allen C. Mason, \$350; Morris Gross, \$300; Col. C. W. Griggs, \$225; R. F. Radebaugh, \$200; Allen C. Mason, \$175, and Gross Brothers, \$175.

The seats then were offered, first choice going to Gross Brothers at \$18, the next two to Ed Barlow at \$30. The auctioneer explained that the seats had an upset price of \$3 each

and that all offers were premium on this price. Bidding was lively and then adjournment was taken until evening. The crowd was back, with additions, at 7 o'clock and the fun again started. At the close the clerks announced that 127 seats had been sold at a premium of \$639 or \$1,020 for the lot. This, added to the \$2,375 realized from the boxes, gave a total of \$3,395.

Behind the effort to beat the Bly record was a greater aim. That was to show that Tacoma was on the quickest route around the world. Train said the trip by way of Tacoma could be accomplished in sixty days and Radebaugh offered a free ticket, good for one first-class passage by rail and steamship, over the Train route, to the person guessing nearest the time required for Train's trip.

At 4 P. M. March 14, Train arrived in Tacoma in a drizzling rain, but this did not keep the people from crowding Pacific Avenue to greet him. J. R. Patton, of the Tacoma Transfer Company, sent his best carriage and four gray horses to the station. Train, Radebaugh, Isaac W. Anderson and Mayor Wheelright rode up Pacific Avenue, led by the united bands of the city, with 100 instruments. At the Tacoma Hotel a great crowd awaited. It perhaps was fortunate for the distinguished visitor that he had adopted the rules of never shaking hands.

When the curtain of the Tacoma Theatre went up on the evening of March 15, and General Sprague introduced Citizen Train to the audience there was just \$4,158 in the treasury, but the house was not full. He asked that the foot lights be turned low, as he himself would furnish the gas. His lecture was a spicy potpourri of reminiscences of his life as a boy, railroad builder, writer, lecturer and traveler and was frequently interrupted by laughter and applause. The next two evenings he lectured in Germania Hall to large audiences.

Train is said to have been the author of the term "crank" as applied to persons of unorthodox thought. He took great pride in calling himself a crank and said he was the only man who never had been classified. Others were democrats, republicans, atheists, Presbyterians, Methodists, etc., but he was a citizen—Citizen Train—a man who did not know how to lie and for that

reason always told the truth, a habit which sometimes brought criticism from those who did not admire frankness.

Those were busy days. The merchants outfitted Train with shoes, shirts, hand bags, purses, pencils, etc. Captain Fife superintended the laying of the 4x15-inch brass plate from which the start was to be made in front of the Ledger office on C Street. Patton's four gray horses were groomed and cared for as perhaps no horses were ever groomed and cared for before and everything was placed in readiness for the start.

Shortly before 5:30 on the morning of March 18 Train was at the starting place. The carriage, in which Radebaugh and Sam W. Wall, who was to accompany Train, were seated, stood at the curb. Isaac W. Anderson, Col. Clinton A. Snowden and Captain Fife, the official time keepers, stood, watches in hand, awaiting the firing of the 6 o'clock gun by Captain Bixler, on the bluff. Citizens lined both sides of the route to the wharf where the Olympian, groaning with a full head of steam, lay with her nose pointed down the bay. And then the shot rang out.

Train leaped from the brass plate into the waiting carriage, the driver lashed his team and down C Street to Ninth, down Ninth to Pacific and down Pacific to the wharf went the traveler on the first lap of his journey, while the splinters of the planking flew from the feet of the racing team. Whistles screeched, bells clanged, the crowd shouted and danced, and ran pell-mell in pursuit of the carriage. The old cannon boomed its salute from the hill. Three seconds behind the carriage carrying Train came that of the time keepers.

In six minutes all were aboard the steamer, Wharfinger Keene and Captain Clancy had cast off the lines and in a moment Captain Roberts had the Olympian under way. Des Moines was passed at 6:44, Seattle at 7:36 and at 11:30 the Abyssinia was sighted making her way down from Vancouver. At 1:22 she hove to in the Royal Roads off Victoria. Train and Wall were transferred while Frank Ross made a speech and broke a bottle of wine over the liner's bow. At 1:45 the Abyssinia resumed her journey toward the Pacific.

The first message received from Train came in a bottle,

thrown overboard March 20. The bottle drifted into the straits. A Makah Indian found it and took it to the Neah Bay salmon cannery and it was brought to Tacoma by Nels Oberg. Upsetting precedents, smashing records and tilting at established customs were favorite pursuits of Train. When a second message reached Tacoma containing the single word "Connected," it was translated to mean that the traveler had made connection with the Hong Kong boat; but there was nothing to indicate how it had been done. Yokohama was reached on Good Friday—a holiday—and every bank, government office and most of the business houses were closed. Rousing Herr Leopold, agent of the North German Lloyd line, out of bed, Train informed him that he must catch the steamship General Werder. The agent told Train that the ship had sailed two days before and was then at Kobe.

"Kobe!" said Train. "That is about 300 miles down the coast and can be reached by rail? When will she sail from there?"

"Tomorrow morning," replied Leopold.

"Tomorrow morning" meant a twenty-four hour railroad ride, in addition to the time needed to obtain passports. Train told the agent that he must hold the boat. Leopold said it was impossible. Train however overrode his demurrers, and Leopold telegraphed orders to hold the ship.

No traveler was permitted to leave the empire without passports. Train was told that he must see the American minister, Mr. Swift, at Tokio, thirty miles away, and that at least three days would be required to get the papers. "Three days to sign a paper!" exclaimed Train. "It is time then that I reduced the limit to three minutes!" Away to Tokio he hastened where he found the minister, who saw the emperor, and when the afternoon train for Kobe left Yokohama, Train and Wall with their passports were aboard. Japanese red tape never was unrolled so quickly as on that Good Friday when the Train typhoon struck the coast. Next day the travelers boarded the German steamship. Hong Kong, Singapore, Colombo, Aden, Port Said were passed and Brindisi, Italy, reached. From Brindisi through Paris to Calais, by rail, across the channel to Dover and by rail through

London to Holyhead, across the Irish Sea to Dublin and down to Queenstown and the Atlantic, went Train and Wall pell mell, gathering interesting baggage as they went, including a rare collection of hats. Close connection was made with the steamship *Etruria* and six days later, the travelers reached American soil at New York.

The first thing Train said to the newspaper men who went out in a tugboat to capture the traveler and bring him ashore, was to ask about the special train he supposed would be waiting him. Here he met a disappointment. He had gone around the world on a hop, skip and a jump; he had held up steamships already on their way, had chartered boats, had made flying leaps from "rickshaws" to sampans, from tugboats to the decks of ocean liners and here he was at New York with no special train awaiting to carry him to Tacoma.

Radebaugh had broken his leg and was confined to his home at Wapato Lake and Train was left to make the best of it.

It was expected, of course, that Train would return west on the Northern Pacific Railroad which came to its western terminus, Tacoma, direct, and when it was announced that he was to travel on the Union Pacific there was wonderment all over the country. The matter remained a mystery until some time later when Paul Schulze, the Northern Pacific land agent in Tacoma, was accused of being false to the city. February 20 Radebaugh had wired to President Oakes, in New York, explaining what he and Train were going to do and asking that the Northern Pacific furnish a special train from St. Paul to Tacoma for the home stretch. Oakes was ill. Schulze was at his bedside at the moment the message was delivered and, Radebaugh alleged, dictated and signed the reply which read: "I have furnished Train transportation. That is all we can do." Later Radebaugh received a telegram from Schulze saying he had no objection to Train's making the trip across the continent on the Canadian Pacific.

Tacoma and Portland officers of the railroad had urged the officers in the East that the special could be made a paying enterprise not only as an advertisement, but as a carrier, as many persons would be desirous of accompanying Train from St. Paul. But Schulze blocked the plan. The truth is that he aimed to hit

Radebaugh and his newspaper as hard a blow as he could and it did not matter at the moment if Tacoma also suffered.

For thirty-six hours Train and Wall waited while New York publishers printed a carload of newspapers containing a full account of the trip. The car was attached to a train carrying a party of newspaper reporters, railroad men and the two world girdlers, and the run across the United States was under way. At Hood River, Oregon, a bridge had burned and the party left the train, crossed the charred frame work and boarded a freight caboose for Portland.

There was no special train there, as had been expected, and Citizen Train went into the ticket office, threw his overcoat down on a seat and went to sleep. That was indeed almost the last straw. Train had feared it and had sent a telegram to Tacoma saying: "Provide a special train in Portland. Don't let me lie five hours in a town that has been calling me names for twenty years."

Five hours later he started for Tacoma. At Centralia a crowd of Tacomans met him but he was disappointed and retired to his seat without heeding the cheers. In the hour required to reach Tacoma balm was applied to his hurt feelings, but Train continued to ask, "What does it mean?" At Huntington, Oregon, he had lost his pocket book, ticket and money, a loss he did not discover until he tried to pay for a banquet given to the newspaper men of the party. This was the climax to many irritations. In Tacoma the train was greeted with the firing of cannon and parades, bands and cheering multitudes. Many invitations to dine were pressed upon him, but Train replied:

"I'll eat nothing until I see Radebaugh. Where would we have been if he had had two legs broken?"

Secretary Snowden accompanied the traveler to Wapato Lake. With just what ointment Radebaugh salved the troubled soul of the Citizen is not known, but the next morning Train announced that he would have breakfast.

After comparing all the guesses submitted as to the time required by Train to make his trip, the time keepers, Isaac W. Anderson, W. J. Fife and C. A. Snowden decided that F. S. Learned, of Boisfort, Lewis County, was entitled to the free

ticket for a trip around the world. Learned's guess was 67 days, 16 hours and 42 minutes. The time made by Train was 67 days, 12 hours, 59 minutes and 55 seconds. Nicoli Brunn, of Chicago, guessed 67 days, 9 hours and 33½ seconds. The 'round-the-world ticket had a value of \$661.

When the celebrating had concluded, Train took a little cottage in the south end of the city, named it the "Train Villa on the Fir-Tree Hill," and spreading the mementoes of the trip on the inside and the banners from the railway trains on the outside, settled down to entertain the children of the neighborhood. Soon the school was dismissed for the summer holidays, the children found other attractions and the lonely inmate of the villa grew morose. He had expected to be lionized. Tacoma, while appreciating the fact that he had placed her name in the mouths of millions, by his 67-day trip around the world—which was made in an actual traveling time of 59 days, 7 hours,—was so busy building a city that it could not continue to worship at his shrine.

One dark, rainy night in November he started for the East. Sam W. Wall accompanied him to the railway station. In writing of this the last talk, Wall said:

"The engine whistled for the next station below. 'Can it be,' he said, meditatively, 'that after all, my life is in the past? To think of the plans I had, all round the world! I cannot understand what it means, unless it be that I have accomplished all there is for me to do. I should have listened to the call of the children from Cherry Hill. There seems to be nothing left, for me, but to return to silence.'"

Sam W. Wall wrote an interesting book describing the 22,040-mile journey. His analysis showed that Train's average speed the hour, while traveling, was fourteen miles. The average by land was thirty-three miles and by water eleven miles. Wall formed a great admiration for his "chief," as he called him, and his book was written in a spirit of much kindness to the "Solitaire."

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